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# NATIONAL FISHERMAN

APRIL  
1955

Formerly **ATLANTIC FISHERMAN**

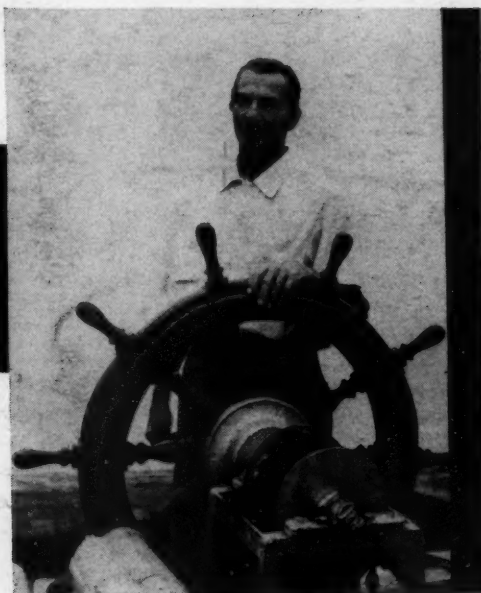
"Columbian Manila Rope was  
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Mr. Willis lashing the large balsa logs together with strong, water-resistant Columbian Manila.



The "Seven Little Sisters" goes out to sea. Voyage began June 23, 1954, was completed on October 14, after drifting and sailing 6400 miles!



... says William Willis at end of longest voyage ever made by a single man in ocean history

6400 miles from Peru to Pago Pago, Samoa in less than four months! That's the all-time record for solo voyages. It was made by 61-year-old merchant seaman William Willis on a sailing raft.

Mr. Willis built his raft of seven large balsa logs, held together with over 400 separate lashings of  $1\frac{1}{4}$ " and  $\frac{3}{4}$ " Columbian Manila. Fibre ropes were necessary for these fastenings. Bolts, chains or wire would have torn the raft apart in the always-moving sea.

Mr. Willis' long experience as a seaman led him to select Columbian Manila for this vital duty. Thorough waterproofing, lubrication, and protection of fibres against rot were the all-important requirements for rope which was to be constantly immersed in sea water.

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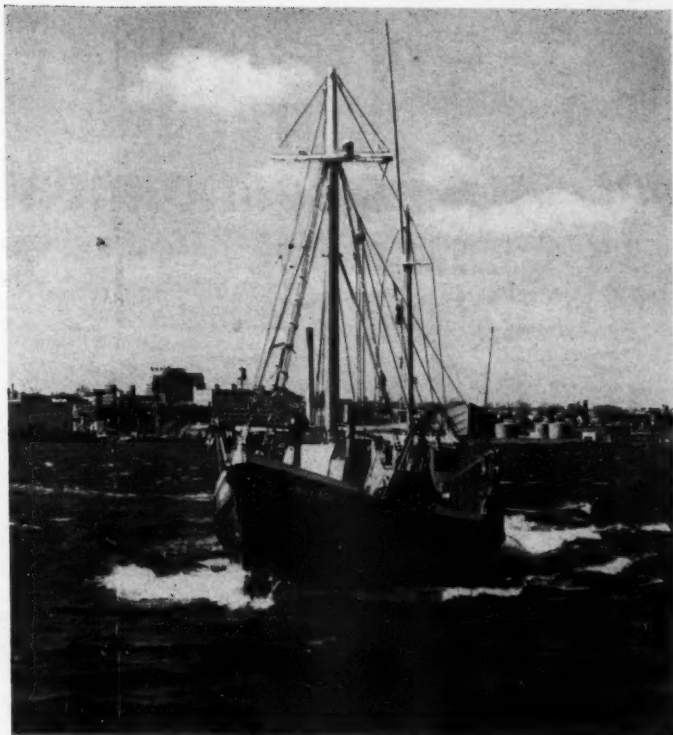
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*. . . or home with the catch*

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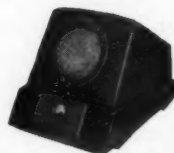
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# NATIONAL FISHERMAN

Formerly **ATLANTIC FISHERMAN**

Serving the Commercial Fishing Industry of the United States

**More People Eating More Fish**

Americans consumed one-third of a pound more fish per capita in 1954 than in the previous year, according to a report by the Fish & Wildlife Service and Dept. of Agriculture.

Total consumption of fishery products in the United States amounted to 1.8 billion pounds, or 11.1 pounds (edible weight) per person last year, compared with 10.8 pounds in 1953 when the population was 3 million smaller.

The increase in consumption amounted to 80 million pounds—equivalent to 150 to 200 million pounds in round weight basis. Both domestic landings and imports of fishery products were larger in 1954 than a year earlier. Canned fishery products (4.4 lbs. per capita) accounted for 27 million pounds of the increase, while fresh and frozen products (6.1 lbs. per capita) gained 53 million. The balance (0.6 lbs. per capita) was represented by cured products, which remained the same as in 1953.

Fish sticks accounted for a major part of the growth in fresh and frozen fish sales. Their output last year was 50 million pounds, compared with 7½ million the year before. Today fish sticks account for about 4 percent of the total volume of all frozen foods, and it is expected their sales will increase at least another 35 percent this year.

A recent survey by the Fish & Wildlife Service, based on nearly 2000 returns, showed that 37 percent of the housewives served precooked fish sticks last year, while 10 percent used uncooked sticks. The Northeast indicated more interest than any other section in the precooked variety, with 54 percent having served this type.

The survey showed that about 30 percent of the homemakers serving fish sticks were using them to some degree as a substitute for other fishery products. A large majority, however, indicated that their use of this item represented a net addition to their usual fish and shellfish consumption. Fish stick popularity unquestionably has made the consumer more "seafood conscious".

According to J. Roy Duggan, president of SeaPak Corporation, St. Simons Island, Ga., the nation's frozen seafoods industry can look forward to the greatest year in its history, based on plentiful supplies, moderate commodity price levels, and the greatest merchandising and promotion activities.

Twenty percent of the nation's seafood now is estimated to be marketed in frozen form by Joseph Gaudio, president of the National Wholesale Frozen Food Distributors Association. He points out that after a consumption decline in 1953 because of stronger competition from low-priced beef, frozen seafood sales turned up in 1954, with a gain of 12 percent over the preceding year.

Of particular significance to the fishing industry is the steady growth in the country's population. The present yearly increase of 3 million people will require 100 million pounds more fish and shellfish production per year at the current per capita consumption.

In view of the steadily rising popularity of frozen fishery products, the per capita use should continue to increase. With more people eating more fish, the fishing industry can look forward to a constantly expanding market for its products.

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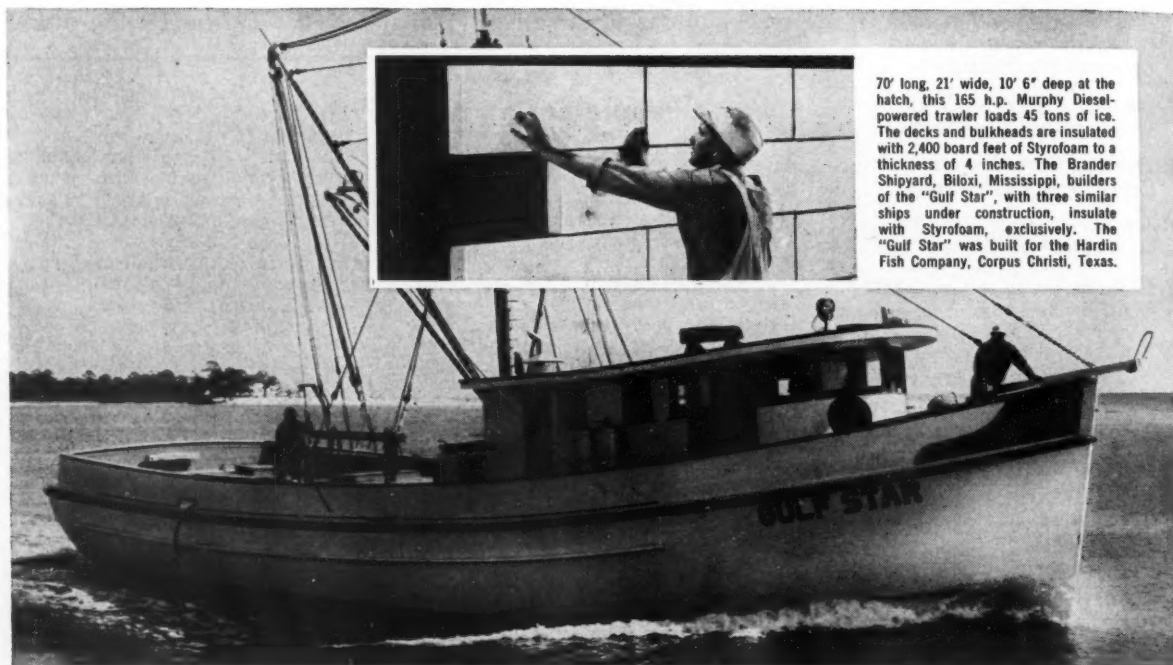
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**Shrimp Trawler "GULF STAR", insulated with Styrofoam low-temperature rigid board insulation, consumes one-third less ice on 30-day trip**

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A captain was at his wit's end  
His rope he kept having to mend  
So he looked all around  
Until K-ting he found  
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# FISHERY PROGRESS

Economic • Legislative • Technical

**Southern oyster studies** will be done under contracts let by Fish & Wildlife Service to Florida State University, Louisiana State University, and Tulane University. Research aimed at developing improved techniques for handling, processing, freezing, packaging, and storing Southern oysters and oyster products will be carried out. Over-all objective is to broaden market base for these commodities.

Florida State University contract calls for \$12,400 to be allocated over a twelve-month period for studying Southern oysters from standpoint of variations in composition and nutritive value; investigating effects of environment, freezing, and processing on these oysters; developing new oyster products by such treatments as blanching, smoking, and breading; preparing special oyster dishes for taste panels and frozen storage tests; and investigating fat content of these oysters as it affects quality during refrigerated or frozen storage.

The contract let to Louisiana State University earmarks \$10,000 for twelve-month project entailing study of variations in Southern oysters due to different seasons and different producing areas, investigation of freezing and frozen storage in connection with these oysters, development of quality test for fresh and frozen Southern oysters, and study of oyster changes due to presence of undesirable organisms.

Tulane University contract calls for \$7,600 to be available over a twelve-month period for research on "bleeding" (loss of liquor) of shucked Southern oysters and for studies of "pigmentation" (color spots) found in these oysters. Work will entail probes into physiological factors involved in bleeding, and efforts will be made to determine why pigmentation develops.

**Weather station in Gulf of Mexico** would be established to provide storm warnings for States bordering on these waters, under bill introduced by Senator James O. Eastland of Mississippi. A companion bill was offered in House by Congressman Joseph M. Kilgore of Texas. Floating ocean station provided for under legislation would be of benefit to shrimp industry.

**American Fisheries Advisory Committee**, authorized under Saltonstall-Kennedy Act, will hold its first meeting on April 28 and 29 in Washington, D. C. The Advisory Committee consists of 19 representatives of all segments of fishing industry, who were appointed to advise Secretary of Interior on expenditure of funds for fisheries research and promotion under new legislation. Members of the Committee will serve until June 30, 1957.

**Opposition to lower fish stick duties** was voiced by New England representatives at U. S. Tariff Commission hearings latter part of March. L. J. Hart, secretary of Gloucester (Mass.) Fisheries Association, had support in his appearance from Thomas Rice of Boston, who spoke in behalf of Massachusetts Fisheries Association and Federated Fishing Vessels of New England and New York. Both men were fearful that fish stick bill passed last year providing for 30 per cent ad valorem duty on imported cooked fish sticks and 20 per cent ad valorem duty on uncooked fish sticks might be used as talking point in Geneva to bring about lower duty on sticks on a comparable fish commodity.

**Record U. S. fish oil exports** of 70,817 short tons were made in 1954, an increase of 31 percent over previous high of 1953. Most of the oil, as in previous years, went to Western Europe, but notable increase occurred in exports to Canada. Shipments to Netherlands were nearly

five times 1953 level, but bulk of this oil probably was transhipped to Western Germany. Exports of United States fish oils to Switzerland and United Kingdom were up from year before.

**Misuse of radiotelephones** would be punishable by fine under bill introduced by Senator Warren G. Magnuson of Washington. The legislation, which is designed to provide better enforcement of communications regulations, authorizes imposition of administrative fines by Federal Communications Commission for violations of its rules and regulations. It is reported that violations have reached point where safety at sea is being jeopardized.

Senator Magnuson inserted in *Congressional Record* a statement from Federal Communications Commission, part of which reads as follows: "With respect to small boats, one of the focal points of the Commission's difficulties is the fishing fleets operating off the coasts of the Gulf States and in Mexican territorial waters. In this area the Commission has been plagued by a constantly increasing number of violations of its rules, involving transmission on unauthorized frequencies, malicious jamming of channels, and the transmission of profane language. For example, in April 1954 two Commission field engineers conducted monitoring operations for 12 days while aboard a fishing boat off the Mexican coast. During that period they observed a total of 291 violations of the Commission's rules."

Fishing vessel owners and industry management through their fishery trade associations in Gulf, Atlantic and Pacific areas have been working closely with Federal Communications Commission to put stop to these violations by fishing boats. At recent conference with Federal Communications officials, fish trade association secretaries urged that law be strengthened to end that guilty individuals may be fined for violations.

**Ecuador seized two U. S. fishing vessels** on high seas recently, including *Arctic Maid* of Seattle, Wash., and *Santa Anna*, registered in California. Place of seizure appears to have been approximately 25 miles from nearest land. In course of seizure, Ecuadoran patrol boat fired upon *Arctic Maid* and wounded its chief engineer.

Chilean Fish and Wildlife Office has recommended to Ministry of National Defense that reconnoitering activities of Navy and Air Force be intensified within 200-mile zone, due to supposition that foreign vessels, some of which have been apprehended in Peru, have been fishing near north coast of Chile.

**Icelandic fishery subsidies** have prompted Fish and Wildlife Service to ask Commissioner of Customs to consider establishment of countervailing duties on United States fish imports from Iceland. It is reported that subsidies to motor boat and trawler operators are aiding Icelandic producers to sell their products in United States.

Trawler owners have been negotiating with Icelandic government to obtain additional subsidy so that they may be able to produce in competition with motor boat owners. Motor boat owners are negotiating to prevent their subsidy from being reduced.

**Higher canned salmon and sardine exports** were made from United States during year 1954. Exports of canned salmon totaled 7.2 million pounds, as compared with 2.3 million in 1953. Of 1954 total, 3.8 million pounds went to United Kingdom. United States canned salmon have been practically out of that market since 1949.

Exports of canned sardines also showed substantial gains during 1954 to reach total of 16.4 million pounds. In 1953, 9.2 million pounds were exported. Principal destination shown for 1954 exports was the Philippines which took 5.1 million pounds and Latin American countries.

**New Tariff Commission fishery staff man** is Thomas G. Lopp, a commodity specialist on fishery products. He is a graduate of University of Washington's School of Fisheries; has worked in fisheries for Fish and Wildlife Service, California Fish and Game Commission, and State of Oregon.

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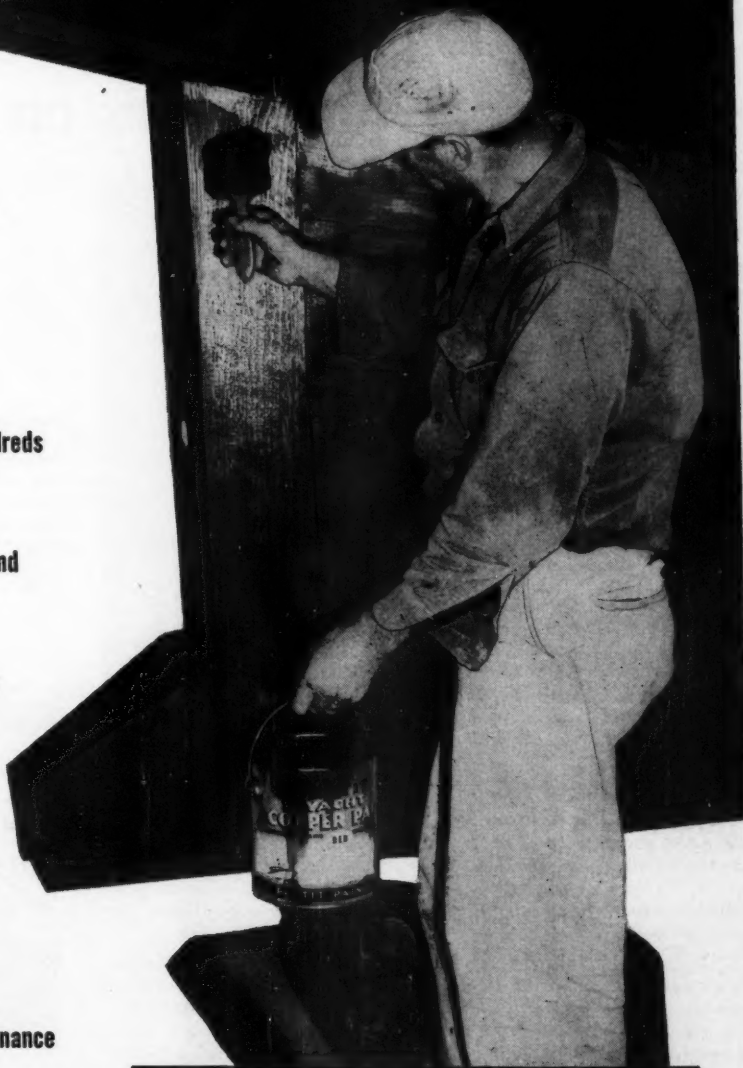
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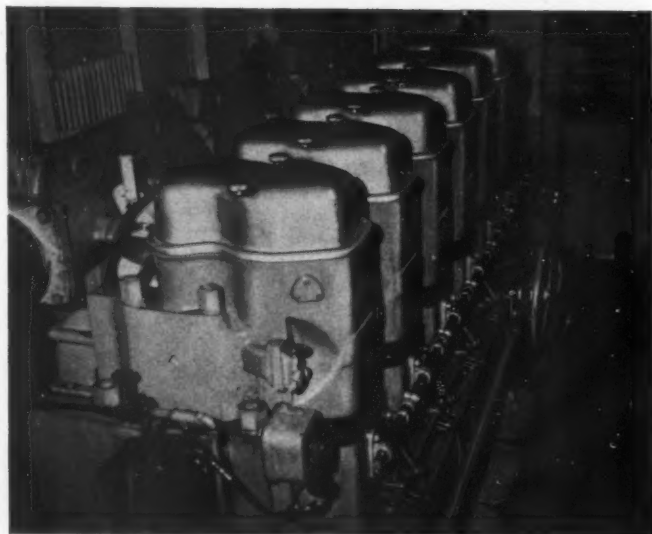
APRIL, 1955

NATIONAL FISHERMAN • Formerly Atlantic Fisherman

The 110 foot M/V "Vilanova" joined the Gloucester fishing fleet in 1952. Her Enterprise DMG-6 Diesel, rated 400 HP at 400 RPM, is equipped with sailing clutch and front end power take-off for winch drive.



## Vilanova logs 18,000 hours in 30 months —not a cent for repairs on her Enterprise!



Last December the durable dragger "Vilanova" took time off for a routine checkup—the first for her 400 HP Enterprise Diesel in 2½ years.

Cylinder heads were pulled for examination, and valves were found to require only minor grinding. Cylinder liners were micrometer tested, showed minor (.004) wear—good for many more years. Except for the new gaskets installed when the heads were replaced, there has been *no money spent for parts or repairs, no engine trouble or downtime.*

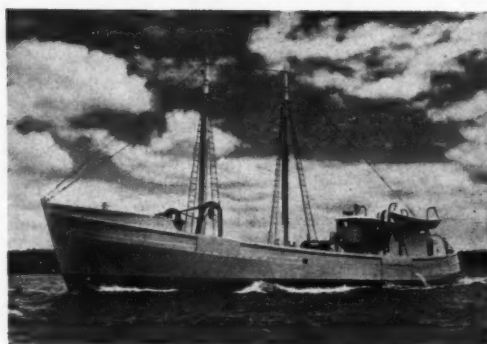
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Low lube oil, fuel consumption, cut "Vilanova" operating costs. Her Enterprise Diesel runs 'round the clock, averages over 14,000 BHP hours per gallon of lube oil! Fuel consumption at 20 GPH is also low, as this includes, in addition to engine operation, all fuel for auxiliary generating unit, galley stove, and the ship's heating system.



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# Better Quality Fish from Aluminum Holds

Use of this metal permits easy cleaning of hold, while aluminum deck structures save weight and improve stability

WOOD was, for a long time, considered the most satisfactory material for lining a fish hold, and provided it is well varnished and kept scrupulously clean, it serves its purpose. But when the varnish wears off, fish slime lies in the crevices of the wood and bacterial action takes place to the detriment of the catch.

The initial bacteria count in fish has been found to depend on two factors: the bacteria present in the fish when it is caught, and the contamination of the fish by contact with the lining, pound boards and shelves of the fish holds of larger vessels or with the boxes in which the fish is initially packed in small fishing boats. Of these two factors the latter has recently been found to be of more importance than was generally supposed.

According to Dr. G. M. Dreosti, director of the South African Fishing Industry Research Institute, wood has the great drawback that under normal conditions of working it is virtually impossible to insure that it is effectively painted. As a result the surface absorbs fish slime and its attendant bacteria which cannot be entirely eradicated by scrubbing no matter how carefully this is carried out. Moreover, as the thorough cleaning of lining, pounds, and shelves is a most laborious process, it frequently is imperfectly done and the new catch is thereby brought intimately in contact with a source of heavy infection.

The latest method, Dr. Dreosti reports, is to line the fish hold with a special panelling, consisting of a sandwich of aluminum alloy sheets with expanded rubber insulation bonded between them, and to replace the original built-up steel stanchions and wooden pounds and shelves with aluminum alloy extrusions.

In this way, in addition to the advantages of a smooth, bright surface of metal throughout the entire hold which can be thoroughly cleaned and rendered bacteria-free simply by hosing down, the insulation provided by the special panelling is sufficient to reduce the quantity of ice necessary by as much as 60 per cent, thus giving an increase in fish capacity of a like amount.

The reduction in weight obtained by substituting aluminum materials is remarkable. A saving of 70 per cent of the stanchion weight is generally achieved, while a saving of about 20 per cent is obtained on the weight of the pound boards and shelves.

On the score of maintenance and length of life, Dr. Dreosti claims that the modern marine aluminum alloys have a remarkable resistance to corrosion by salt water, and require no painting or other routine maintenance beyond the regular hosing down, which can be done with sea water. Wood, on the other hand, requires frequent painting, yet, the life of a wooden hold is short, and the steel stanchions rust readily, as the paint is dislodged by the fittings and removal of the pound boards.

## Aluminum Above Main Deck

The trend toward use of aluminum in European trawlers has grown with the highly satisfactory results obtained, and today many of the largest deep-sea trawlers and whale catchers have their deckhouses and deck ladders, funnel casings, radar structures and lifeboats in aluminum. It is not uncommon for 20 tons of aluminum alloy to be used above the main deck in a modern European trawler, representing a saving in weight of at least the same amount over an all-steel vessel, and in a position where it is of the greatest benefit to stability.

The problem of stability always has been one that has exercised the mind of the naval architect when designing fishing vessels, and this problem has been amplified in the demands made by the modern vessel at certain stages of the fishing trip, particularly if she be Diesel-driven. The improved standards of living demanded by the fishermen have increased these difficulties in that more accommoda-

tion space has to be found above deck. "It was not by chance, therefore," commented E. C. Goldsworthy at the International Fishing Boat Congress held in 1953, "that the designers turned to the possibilities of aluminum alloys which were in ample supply in the postwar years."

Aluminum alloys specially developed to resist corrosion from sea water and marine atmospheres were introduced in 1930, but the world-wide depression in shipbuilding from that year until 1933 saw little use made of them. From then to the commencement of the War they found favor for structural applications in yachts and other small craft, but were unable to break down the conservatism of the shipbuilder in general.

It was not until 1945 that aluminum alloys began to be used generally in the structure of European fishing vessels. The advantages of aluminum alloys were becoming apparent to both shipbuilders and fishing vessel owners and their availability immediately after the War in contrast to steel or wood, led to a number of small deckhouses being erected, particularly in the conversion of mine sweepers to fishing craft.

## Lower Maintenance Costs

The advantages resulting from the use of aluminum in the bridge and upper deck structures including the funnel casing are great, according to Mr. Goldsworthy. The reduction in weight so improves the stability as to make it possible for much additional accommodation to be placed above deck and yet not reduce the metacentric height from that of an all-steel vessel. The freedom from corrosion gives a dual benefit in the cost of upkeep and the overall life of the structure.

Comparative costs for steel and aluminum single funnels obtained from a European firm of trawler owners demonstrate the reduced maintenance expense for aluminum. Although these figures are for funnels, it is claimed that there is a corresponding saving in maintenance and painting costs over the whole of the deck structures.



Capt. Joseph Brancalone setting the course of the 90' dragger "Joseph & Lucia", Gloucester, Mass. The vessel's Sperry magnetic compass pilot will keep her on course automatically.

# Influence of Rainfall on Texas White Shrimp Take

*Research by Gordon Gunter and Henry Hildebrand indicates that salinity, which is governed by rainfall, is limiting factor in shrimp yield\**

**T**HE year 1934 is remembered by the older Texas fishermen as the year they "bogged down" in white shrimp. The catches per boat were very high and there are indications from newspaper reports, and from Game, Fish and Oyster Commission reports, as well as from memory of the fishermen, that this was the year of peak abundance of white shrimp on the Texas Coast.

Three hurricanes struck the Texas Coast in 1933 and two in 1934, which seems to be a record for a two-year period. These produced heavy local rainfall along the coast. While such local rainfall does not wash in great amounts of nutrient salts from land, it does markedly lower bay salinities; at times local rainfall even raises water levels in the relatively landlocked Texas bays.

The catch of white shrimp along the Texas Coast from 1927 to 1952, inclusive, shows a strong statistical correlation with the total rainfall of the State. The young shrimp grow up in low salinity, estuarine areas and there are some indications that the correlation depends upon salinity by itself rather than other factors, such as nutrient salts brought in from land.

There is a direct relationship between salinity and size, due to the progressive movement of shrimp back towards the sea as they become larger. Thus the largest shrimp never are found in low salinities. Further indication of the fundamental connection between the white shrimp and low salinity is shown by the fact that the vast estuarine area around the mouth of the Mississippi River is the most productive shrimping ground on earth; for many years the Louisiana annual shrimp catch equalled that of the remainder of the continent.

The known facts about the Laguna Madre in Texas further indicate that salinity and not nutrient salts is the limiting factor in shrimp production. This coastal lagoon has no rivers draining into it and the connections with other water bodies at both ends are small. Salinities become extremely high in the central portions, often being twice as high as sea water. Shrimp do not grow there and are normally completely absent from the central portions. Yet this lagoon is fertile and produces as much fish as the remaining part (three-fourths) of the Texas Coast.

During 1941, a very wet year, sheet drainage from land and direct rainfall lowered the salinity of the Laguna

considerably. Fishermen reported that shrimp came out of it and good shrimping was had at the upper mouth of the Laguna. Such local rainfall and drainage would more likely lower the concentration of nutrients in the Laguna by dilution and flushing rather than increase them. Yet this was one of the rare periods of shrimp production in the Laguna.

## Total White Shrimp Catch in Millions of Pounds, and the Annual Average Rainfall, in Inches, for the State of Texas, 1927-1952

Year	Shrimp catch (Millions of pounds)	Rainfall (Inches)	Year	Shrimp catch (Millions of pounds)	Rainfall (Inches)
1927	11.8	27.8	1940	14.8	35.0
1928	7.8	29.0	1941	19.3	43.5
1929	9.4	31.2	1942	21.8	33.2
1930	10.2	29.7	1943	22.9	25.4
1931	13.8	29.3	1944	18.6	36.2
1932	9.2	34.1	1945	15.7	33.4
1933	(9.5)*	26.0	1946	21.5	38.0
1934	16.4	26.8	1947	21.8	26.8
1935	(9.0)*	37.5	1948	14.9	24.2
1936	10.0	30.7	1949	12.0	34.3
1937	16.9	26.8	1950	12.7	25.2
1938	16.4	27.2	1951	7.3	21.1
1939	11.2	24.7	1952	5.3	22.9

\* Estimated

It seems clear that the catch of the marine shrimp in Texas waters is correlated with the rainfall of the State from 1927 to 1952, inclusive, a period of 26 years, and more specifically with rainfall of the immediately preceding years. A question immediately arising is whether or not this correlation is real or accidental, because of unseen relations with technical improvements, natural growth of the fishery, or the economic cycle. It should be noted that the time over which the correlation has held covered a period of high business activity, followed by a depression, slight recovery, recession, a war and high economic activity ever since.

## Possible Effect of Shrimp Prices

The shrimp price index was low in the beginning and increased rather steadily as the catch went up, but any correlation between price and catch falls off sharply after 1947. However, the catch increased only 71 per cent, comparing the 1927-1936 period with the high level production of 1937 to 1947, while prices have risen from 5¢ to \$1.25 per pound. If the economic index were related to shrimp prices, the value fluctuation in shrimp would doubtless be less, but in any case any possible correlation comes to naught after 1947. Similarly, technological improvements in fishing have continued as the catch fell.

Another consideration arising is the possibility that the decline in white shrimp production since 1947 is due to overfishing. First we would have to dismiss the fact that overfishing coincided with what has been termed the greatest drouth since Columbus discovered America.

The shrimp catch held up at what appeared to be a maximum for many years after the catch per trawl had considerably declined (Hildebrand and Gunter, 1953). It was suggested that the shrimp fishery is one where the maximum available may be equivalent to the maximum

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Capt. Artemio Gonzales is skipper of the 60' shrimper "Marion D.", which is owned by Marion Duzich of Aransas Pass, Texas. She is finished with Pittsburgh paint, and is equipped with 165 hp. General Motors Diesel with 46 x 36 Columbian propeller. Other equipment includes Adams nets, Stroudsburg hoist, Northill anchor, Bendix depth sounder and Whitlock cordage.

\* The Messrs. Gunter and Hildebrand are connected with the Institute of Marine Science, University of Texas, Port Aransas.

# Gilling for Mackerel off Maryland Coast

**M**ACKEREL fishing is one of the bigger gambles in the fishing business. There have been years when the sea seemed to be alive with the fish; others when they never showed up at all. Mackerel long have been called a Spring arrival in the Middle Atlantic States, but in the last few years they have sometimes been appearing as early as December.

Since the season in Maryland waters never lasts more than three or four months, boats are converted to mackerel fishing from other activity. Thus, at Ocean City, such boats as clam dredgers and fishing trawlers change their rigs for the mile or more lengths of gill net that are spread in the sea like floating fences to intercept the vast schools of fish.

Since the gill net is a surface net, the fish could see and avoid it in daylight; therefore, all mackerel netting takes place at night—the darker the better. Ordinary lanterns are ingeniously fixed to circular cork floats and



Mackerel boats at Ocean City, Maryland.

spaced at long intervals along the net to mark its position. There is an electric flood lamp on the stern of the boat to be turned on when nets need to be examined closely.

## Boats Have Small Crews

Sometimes the mackerel fisherman out of Ocean City goes it alone; seldom does a crew number more than three. All fishing takes place on the high seas beyond State boundaries.

The mackerel boat starts for the fishing grounds about 2 o'clock in the afternoon, or in time to select a good spot before sundown. A good spot is one where there are certain signs: gannets diving, or whales prowling around.

The boat does not anchor, but makes a test run of several sections of net to see what the fish will do. The nets hang from cork floats on the surface to a depth of about 13 feet, where they are weighted by small leads. One end is tied to the boat, and nets and boat drift together until it is decided to see whether fish have struck. If nothing is found, another spot may be sought.

When the night is over, so is the fishing. Preparing to return to port, the gill net is arduously pulled aboard by men standing on the heaving stern of the boat. It is studded, if the night has been successful, with the torpedo-like bodies of wriggling, dark blue fish averaging a pound apiece.

Opposite: from a 40' boat, Roy Bowden, left, and Capt. H. S. Merritt haul in a gill net set for mackerel over the Great Gull Bank, which is located southeast of Ocean City, Maryland. Below: left, Capt. Maurice L. Tarr at the wheel of his mackerel boat; right, fishermen unloading mackerel at Ocean City.









Capt. Joseph Soares, owner of the new 127' tuna clipper "Cabrillo" shown at right.



## New Pacific Tuna Clippers Designed for Stability

*"Cabrillo" and "Dominator" owned by Soares brothers of San Diego provide improved livability and comfort for crew on long trips*

**A** FORWARD step in the development of the tuna clipper type was made recently with the completion of Joseph Soares' new *Cabrillo*, now fishing in South American waters. The 127' vessel operates out of San Diego, Calif., where she was built by National Steel and Shipbuilding Corp. She is a sister ship to the *Dominator*, subsequently launched for George Soares, and a third vessel of her type is now under construction by National Steel. The clippers were designed by Wendell H. Calkins, Naval Architect at the shipyard.

Both the *Dominator*, now fishing for Van Camp Sea Food Co. of San Diego, and the *Cabrillo*, have accommodations for a crew of 15 and can cruise about 10,000 miles. The new clippers are based upon the builder's standard 340-ton fish capacity design, with primary consideration being given to the problem of stability. Tuna fishing operations require a low deck at the stern (almost awash), large volumes of water above and below deck, and a capacity of deck space around the stern sufficient for loading the 20 to 25 tons of freshly-caught fish. These requirements create a special problem as regards stability and reserve buoyancy.

The increases in distances traveled to reach tuna have brought with them a need for increased hull and propulsive efficiency in order to offset the heavy fuel carrying requirements and the long time required for traveling to and from the fishing grounds. National Steel's standard 340-ton class hull was scientifically developed and tested in the University of Michigan model test basin so that it would be able to perform its service efficiently. Dimensions include: beam, moulded, 30'6"; depth, moulded, 14'6"; and maximum draft aft (loaded), 15'8". Displacement (loaded) is 765 tons.

The all-welded steel hulls of the *Cabrillo* and *Dominator* feature longitudinal framing similar to that used in large tankers. This type of framing is a "natural" for any vessel which has a large number of relatively closely-spaced transverse bulkheads. The scantlings, structural details and welding are in general conformance with ABS requirements.

### How Increased Stability Is Gained

As may be seen on the accompanying general arrangement plans, the bulkhead at the aft end of the galley on the main deck extends clear across the ship and is fully watertight. A watertight door in this bulkhead gives access to the engine room through a passage just to star-

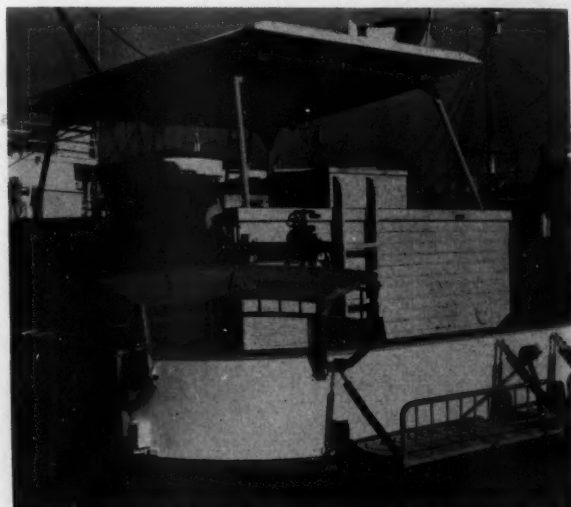
board of the centerline of the ship. The prime advantage of this arrangement lies in the considerable gain in stability.

The increased stability results from the elimination of the two long side alleys, with their relatively low freeboard, and the two wing doors to the engine room. Vessels with such doors are quite vulnerable to flooding through the doors if the vessel is inclined beyond 20 degrees. Without such doors safe inclinations up to 60 degrees are possible. Another advantage is that with only one passageway forward instead of two there is a gain in useful interior space.

The vessels have sufficient beam and void flotation space in the stern and shaft alley to give ample flotation and stability. This is further enhanced by the rapid rise of the deck line forward of the bait box to give more freeboard amidships.

### Deep Box Keel Dampens Rolling

An unusual feature for a steel vessel is the deep box keel which extends below the hull in a fashion similar to



Stern of the "Cabrillo" showing canopy over the bait boxes, and steel racks from which the tunamen fish.



The "Cabrillo" galley with 20 cu. ft. refrigerator; and steering stand of the Sperry-Gyro system for power, automatic and manual steering, in the pilothouse.

wooden vessels. This keel dampens rolling and aids steering in following seas. At the stern the box section keel is extended to form a strong and rigid rudder shoe. The sternpost is fabricated of plate and is well streamlined and faired into the hull. A band of extra-heavy shell plate on each side extends from the turn of the bilge down to the keel to give strength and rigidity to the entire skeg assembly.

Considerable study was given to the design of the rudder in order to provide good steering in a following sea. It was believed that, if a rudder could be developed which gave the required turning effect at a smaller rudder angle, much less effort would be required to hold a true course. Consequently, a new airfoil section was selected which appeared to have the desired characteristics. The new rudder is considerably thicker and has a maximum thickness further aft than usual. There is also a pronounced hollow to the section near the trailing edge.

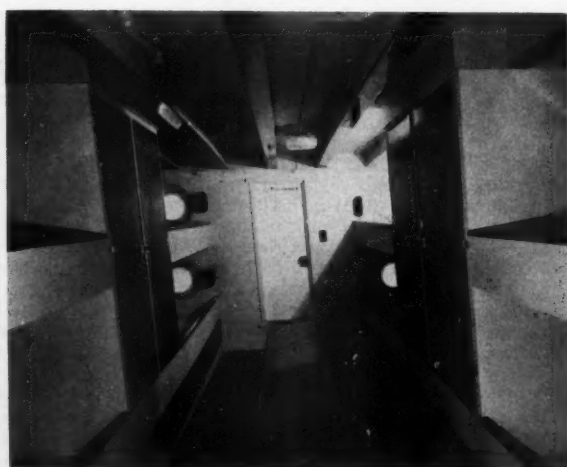
During construction of the tuna clipper hulls, great care was exercised to prepare surfaces properly for the anti-corrosive coatings. All mill scale, dirt and slag on welds was thoroughly removed by sandblasting. This preparation and the actual application of the coatings was aided by the practice of constructing the hull in planned sub-assemblies. This enabled the painters and sandblasters to reach surfaces which later became inaccessible when the complete hull was assembled. "Amercoat" vinyl plastic paints were used to protect the steel. Certain areas subject to abrasion, such as the inside of the bulwarks, were given a zinc spray coating prior to painting.

### Cabins and Galley Designed for Convenience

Much thought was given in the new tuna clippers to the arrangement, and, particularly, to the design of the cabins and galley in order to give improved livability and comfort. In the galley space, to port of the passage, the galley working area is separated from the mess table area by a serving bar with a dresser top and meat block below it. This arrangement provides adequate lockers, drawers and worktop areas with limited wall space but without dividing the space into two separate rooms. Thus, a free flow of air is permitted clear across the space.

A powerful blower, located up above in the fan room just aft of the chart room, pulls 1850 cubic feet of air per minute from the shaded cool area aft of the galley, through the 16" portlights in the watertight bulkhead, and across the galley space to the vent intake located over the galley range. This provides a complete air change in the galley every minute and is designed to produce an unusually cool galley.

The ventilation of other spaces also came in for special study and improvement. In ventilating the engine room, the principle was followed that, in addition to supplying fresh air, it is necessary to remove excess heat which has been added to the air by the machinery. To accomplish this a powerful exhaust blower was installed in the fan room on the bridge deck. This fan draws air up from the engine room through the stack casing and exhausts it through the aft end of the fan room. Fresh air is supplied by a 10,000 cubic foot per minute axial fan located in the net room.



"Northern" combination chain and wire rope anchor windlass aboard the "Cabrillo", and the crew's quarters on the raised deck.



Right panel, from top to bottom: Driscoll power boats and net skiffs on the raised deck of the "Cabrillo"; Fairbanks-Morse bait and brine pumps in the shaft alley; raised hatches on the main deck; after end of the 950 bhp. Enterprise Diesel in the "Cabrillo".

The interior of the galley and cabins is finished in attractive colors, with varnished mahogany trim. Magnesite is used in the galley, washroom, toilet spaces and in the galley meat and vegetable storerooms. Armstrong linoleum was laid in the cabins and chart room.

In the galley an Ingle Diesel oil range manufactured by National Steel, is installed adjacent to the exhaust trunk. A 20-cubic-foot, restaurant-type refrigerator is used as a galley day box.

The layout of the deckhouses is conventional except for the treatment of toilet and washroom spaces. As may be seen on the accompanying plan of the raised deck level, the toilet facilities are all in one space on the starboard side and the shower and washing facilities are located separately in a space on the port side. This layout provides more privacy and permits more of the facilities to be used at the same time.

### Brine and Bait Wells

There are six brine wells on each side of the shaft alley. All but the last two aft have regular 24" high insulated coamings. Bait is carried in all but the two wells furthest forward. Fuel may be carried in these and in the two wells furthest aft. Since the two forward wells are completely beneath the galley and passage area, access to them is provided by a sloping chute leading from the hatch on deck to the upper part of the well.

The bait and brine wells under deck hold 291 fish tons, while bait boxes above deck have a capacity for 50 fish tons. Fuel oil tanks hold 47,191 gallons, while there is capacity for 1,600 gallons of lube oil and 4,000 gallons of fresh water.

On the raised deck aft two motor tenders and two skiffs are mounted on chocks with space left for two fully-assembled bait receivers. The boats and one of the receivers are all located on a common radius from the mast so that the elevation of the boom does not have to be changed for making the various lifts.

The mast and boom are fabricated of welded steel and have a three-ton capacity. The boom is extended to give sufficient length for hoisting an airplane off the bait canopy, if required. Stainless steel wire rope is used for standing rigging. The usual ratlines are omitted and the top of the mast is reached by steel rungs welded to each side of the mast.

The crow's nest and radar antenna are mounted on a steel tripod atop the pilothouse. With this arrangement the occupant of the crow's nest escapes the engine exhaust fumes to which he would be exposed if the crow's nest were mounted on the mast.

### Engine Room Equipment

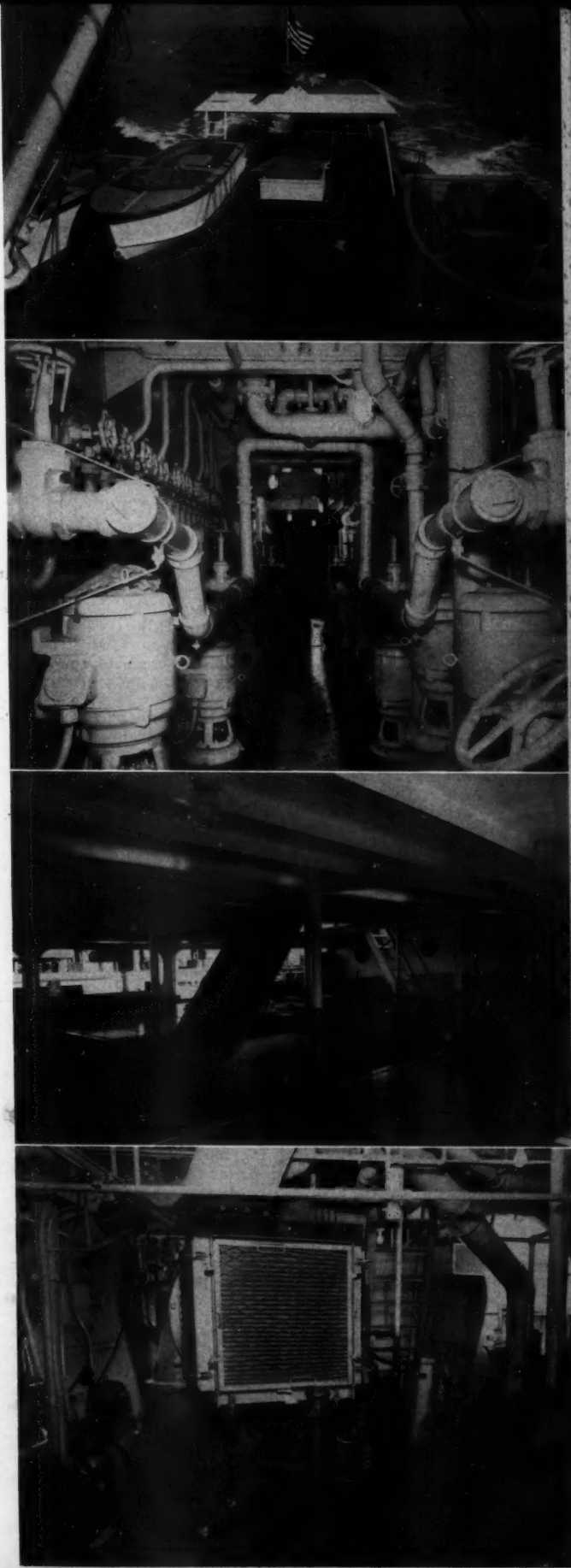
Propulsion for the tuna clippers is provided by a Model DMG-38 Enterprise Diesel, rated 950 bhp. at 450 rpm. This engine is an eight-cylinder, 12" x 15", turbo-charged model. A 2:1 ratio reduction gear, made by Universal Gear Corp., is coupled to the engine via a flexible coupling made by the Thomas Flexible Coupling Co.

Propeller shafting is 6½" diameter, with the tail shaft section of Monel for high resistance to corrosion. A five-bladed, 90" x 74" Style M.E. propeller was furnished by Columbian Bronze Corp. Line shafting is supported by National Steel standard ring oiled shaft bearings, and a Goodrich Cutless rubber bearing is used for the outboard bearing in the stern tube.

Ample electric power is furnished by two 150 kw., 220 volt, Diesel generating sets. The main switchboard was built by Ets-Hokin and Galvin Co. to National Steel's design. The electric system is entirely A.C. with 220 volts for power supply and 115 volts for lighting and ship's service supply.

For the brine refrigeration system, four 6 x 6 Worthington ammonia compressors are used, each with a capacity

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# Menhaden Fishery of South Carolina Could Be Expanded

UNLIKE its neighbors North Carolina and Florida, South Carolina contents itself with taking only a small share of the oceanic wealth yielded by menhaden. Official landings in the State run around one million pounds (value to the fishermen of \$10,000) annually, but fish caught in South Carolina and landed in other States possibly exceed this figure several times.

That South Carolina does not pursue this fishery with more energy perhaps lies in a peculiar quirk of nature. The menhaden fishery, now over a century old, came into its own as a fish-oil industry. Peculiarly enough, menhaden to the north and to the south are heavy oil producers, but those taken off South Carolina and Georgia produce only small amounts of oil. No one seems to have a satisfactory answer why this is so. However, this lack of oil undoubtedly discouraged the start of a South Carolina menhaden fishery.

## Five Kinds of Menhaden

An ichthyologist would say that there are five different kinds of menhaden in North America. However, over 75 percent of the entire commercial catch is made up of one species—*Brevoortia tyrannus*. This is the species which commonly occurs in South Carolina waters. Most fish in South Carolina show a yellowish or greenish coloration around the fins and tail. Most South Carolina fish are up to eight inches long.

Briefly, menhaden are caught in purse seines which are operated from vessels ranging in size from 100 to 150 feet. These nets may be from 1,000 to 1,500 feet long and 50 to 90 feet in depth. One vessel can carry from 50 to 60 tons of fish.

In South Carolina the major portion of purse seining is done in Long Bay, that large indentation in the Carolina coast from Cape Fear, N. C., southward to Cape Romain in South Carolina. Fish caught in these waters usually are landed at Beaufort or Morehead City, N. C. Menhaden taken at sea from Charleston southward to about Port Royal Sound are brought in the North Edisto River Inlet and landed at a small factory located in Charleston County on the Dawhoo River.

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of 27.6 refrigeration tons. Each compressor is belt-driven by a 30 hp. Westinghouse motor. A 3" x 3" Worthington ammonia compressor, also driven by a Westinghouse motor, is used for the refrigeration of the galley meat and vegetable storerooms.

For brine and bait water circulating, a system of individual dual-purpose pumps at each well is used. A total of fifteen 4" x 5" vertical 7½ hp. Fairbanks-Morse centrifugal pumps are used for bait and brine pumping. While the greatest portion of salt-water piping is welded steel, galvanized, a new type of plastic pipe was used for the brine transfer line, main ballast lines and for salt-water cooling to the ammonia compressors. Service results of this type of pipe will be observed with great interest, since the advantages appear to be manifold. Plastic pipe is much lighter in weight and easier to install than steel, and, being non-metallic, does not corrode.

There are several Fairbanks-Morse pumps in the engine room, including 240 g.p.m. sanitary pumps; 3" x 4" bilge pump, 2" x 3" fire pump, 4" x 5" condenser circulating pump, all vertical, centrifugal type; and 100 g.p.m. fuel oil transfer pump. Compressors are Worthington, 2-stage, 24.3 C.F.M., and there is a Winslow lube oil filter and C-O. Two fire extinguisher system—700 lbs.

## Automatic Steering System

Steering is accomplished by a complete Sperry-Gyro system which provides power steering, automatic steer-

Even as early as 1870, many people became alarmed at the enormous poundage of fish taken by the menhaden fishing fleet, and many people predicted that within a very short time the entire industry would disappear because of overfishing. From the vantage point of 75 years of fairly successful fishing, the menhaden industry now looks on these dire predictions as unfounded in fact. Although the catch records of menhaden have fluctuated up and down in this 75-year period, the overall picture shows an increase in the actual number of fish taken. While fishing intensity has increased, there is nothing to indicate that the supply of available fish is decreasing.

## Not Harmful to Other Fisheries

Just as alarm was expressed over the depletion of menhaden by overfishing, sportsmen and commercial fishermen have from time to time expressed the opinion that the operations of the menhaden fisheries are harmful to other fisheries, both sports and commercial. A series of scientific investigations beginning back in 1896, carried on both by Federal and State governments in the coast-wise waters from Maine to Texas, have repeatedly shown that menhaden fishing is not harmful to the spawning grounds of commercial and sports fish and that the menhaden fishermen do not destroy large numbers of commercial and sports fish and shrimp. A recent investigation in Texas, extending over a period of four months during which 5,326,000 menhaden were taken, showed that the food fish and non-food fish (including conchs and jellyfish) taken amounted to about two-tenths of one percent of the menhaden caught.

It seems evident, therefore, that the commercial menhaden fisheries are not violating any of the principles of conservation except that the supply of menhaden in South Carolina is probably not being utilized to its maximum extent. As long as the market price of fish meal remains as high as it is now, it would seem logical that despite the scarcity of oil in southern menhaden, the fishery can be practiced economically and with a margin of profit.

While little is known about the life history, the abundance, and the occurrence of this fish in South Carolina waters, there is some evidence available which indicates that the menhaden is present in South Carolina waters the year around. Investigation might well prove that just as in North Carolina, menhaden are in sufficient abundance to support commercial fishing at least ten months out of the year. While South Carolina already derives some wealth from this marine resource, it seems possible that with proper investment, sufficient returns could be realized to expand considerably this fishery in the State.

ing and manual steering with a Sperry triple steering stand in the pilothouse. The Gyro compass is located in the engine room as near to the center of motion as possible. The Sperry hydro-electric steering engine is in the stern and is connected, by a chain drive, to the National Steel standard 4" worm steering unit which is mounted on the upper end of the rudder stock. Remote power steering also may be done from the port bridge wing, using a simple lever-type, non-follow-up controller in conjunction with a rudder angle indicator. Engine controls in the pilothouse and on the bridge wing are the standard Enterprise direct mechanical type.

A "Northern" cargo winch, built by Tacoma Boat Building Co., furnishes the power for hoisting the two Driscoll power boats, the Boyce-built net skiffs and the two bait receivers. A "Northern" combination chain and wire rope anchor windlass is mounted forward. The wire rope reel on the windlass will accommodate a 1350-foot cable for deep-water anchoring. Two 1000-pound Navy-type anchors, furnished by C. J. Hendry Co. of San Diego, are stowed in the hawsepipes.

Two radio transmitters are located in the chart room, one a 500-watt unit and the other a 100-watt model to be used for ship-to-ship conversation. Also installed in the chart room is a Navy-type radar unit. A Raytheon recording-type Fathometer, conveniently located in the wheelhouse, rounds out the list of first-class navigating equipment.

## California Tuna Price Dispute Settled

A partial end to the costly tie-up which, by the first of April, saw at least 50 fully-laden tuna clippers idle at San Diego docks, came with the signing of a 1955 contract between boat owners and two San Diego canners. The American Tunaboat Association, representing about 120 of the 160 boats in the San Diego fleet, signed an agreement with the Westgate-California Seafood Packing Co. calling for prices of \$320 a ton for yellowfin and \$280 a ton for skipjack, for all clippers in port or at sea. For vessels sailing after the signing of the contract, the price will be \$310 for yellowfin and \$270 for skipjack. Last year's prices were \$350 and \$310; later \$330 and \$290.

A similar price agreement was signed a week later with the Star-Kist Foods Co. Yet to be brought into the 1955 price structure is the Van Camp Sea Food Co. The City's three canneries have been shut down for several months, and some vessels now unloading have been in port as long as 90 days. An important part of the new contract is a stipulation that boats will be unloaded within 10 days after arrival in port.

### Observe Fish Week

The period March 13-19 was proclaimed as Southern California Fish Week by the Southern California Fisheries Assoc., and sales of fresh and frozen fishery products to both retail and institutional consumers were pushed.

The Fish & Wildlife Service cooperated with the Association by making available an experienced fishery marketing specialist to aid with the project. Service assistance was given in enlisting the cooperation of the major retail grocery chains and drive-in restaurants of Southern California along with the food editors of the major newspapers, radio, and TV stations. In addition, the Service representative made personal appearances on various local and coast-network radio and TV programs.

### Would Limit Crab Pot Take

Assemblyman Tom Maloney has introduced a bill in the Legislature prescribing crab limits for the pot or trap fishermen. At present their take is not limited, although the drag boats are held down to 500 lbs. per boat. Under the terms of the Maloney bill the daily bag and possession limit would be 500 lbs. per person with not more than three such limits per boat. The bill would become effective with the 1956-57 season and would be applicable between Point Arena and Morro Bay.

### Commercial and Sport Fishermen Meet

Representatives of commercial and sports fishing groups met in the Department of Fish & Game's Terminal Island office recently, at which time commercial interests announced they would withdraw support from two assembly bills opening Catalina Island and Santa Monica Bay to commercial fishing.

The meeting proved so harmonious that John Real, the commercial spokesman, True Elder, president of the Ocean Fish Protective Assoc., and Dick Croker of the State Bureau of Marine Fisheries, agreed to form an Ocean Fish Conference. Prime purpose of the new group is to stage quarterly meetings and discuss mutual subjects affecting ocean fishing. Croker accepted the chairmanship.

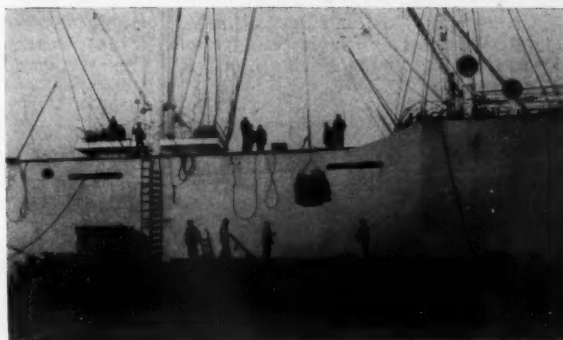
### Tuna Receipts Down

Southern California tuna receipts have fallen during the first 10 weeks of 1955 as compared to the same period of last year. Nearly 30,000 tons were received in 1954, while the total this year is 23,500 tons. San Pedro led with 19,500 tons. Included in the 1955 figures are 10,000 tons of frozen tuna from Japan, an increase over last year.

Among the first tuna boats to return to San Pedro with loads this year were the *Arlene S.*, *Ronnie M.*, *Pioneer*, *New Sea Rover*, *Joan*, *Dolores M.* and *Western Monarch*. The seven were credited with nearly 1,000 tons of tuna.



Shown above inspecting Japanese seed oysters are, from left to right: Dr. Harold G. Orcutt, marine biologist in charge of shellfish with the California Department of Fish and Game; M. Douglas, Coast Oyster plant manager at South Bend, Wash.; Verne Hayes of Aberdeen, Wash., president of Coast Oyster Co.; and Capt. J. Jensen of the Norwegian ship "Borgholt". Below: crewmen aboard the "Borgholt" and Eureka, Calif. stevedores prepare to unload bamboo-covered crates filled with Japanese seed oysters. The shipment consisted of 6,300 cases, of which the Coast Oyster Co. will plant 4,700 cases in North Humboldt Bay, with the remainder going to the San Francisco area.



### Vessels on the Ways

Recent activity at Gillette's Marine Ways at Fairhaven included a general spring cleanup on the *Blue Fin*, trawler owned by Fred Brown of Eureka; caulking on the new *St. Joseph*, owned by the Lazio Fish Co.; spring overhaul, cleaning and painting of the *Mae*, owned by Ed Iverson of Eureka; and changing the wheel on the *Lillian*, crab and salmon boat owned by Clarence Hubbard of Eureka.

Graham's Boat Basin and Marine Ways at Fields Landing took in the *Winga*, dragboat owned by the Hunter & Foland Co. for sandblasting, minor repairs, and paint job; the *Thunderbird*, a Eureka troller, for paint and repairs; and the *Cleone*, a troller belonging to John Lovdahl of Eureka, for painting and outfitting.

### Agree on Tuna Prices

Two major San Pedro canneries and boat owners of the Fishermen's Cooperative Assoc. agreed on 1955 tuna prices



in mid-March after more than three months of negotiations. Mason Case, manager of the Association, said Star-Kist and Van Camp had agreed to the new prices and other canneries were expected to follow suit. The canneries will pay \$320 a ton for yellowfin and bluefin and \$260 a ton for skipjack tuna.

### Paladini Fish Co. Consolidates Operations

To coordinate all activities of the concern, Paladini Fish Co. in Eureka is moving its entire facilities to Fields Landing where it also maintains an operation. No immediate plans were disclosed for the site vacated by the firm at Railroad Wharf.

### "Western Pride" Returns to Pacific

After being on the East Coast trying to determine the feasibility of establishing a tuna fishery there, the purse seiner *Western Pride* of San Pedro has returned to the Pacific to net tuna off the Peruvian coast. The vessel in about two months of fishing on the East Coast with an 11-man crew, hauled in approximately 100 tons of tuna. Capt. Nicholas Mezin, Jr. and his veteran-fisherman father spotted many large schools, but their nets were not strong enough to hold the fish.

### Antibiotics Protect Fish Eggs from Bacteria

In tests with 13 antibiotics used alone or in combination, Carl H. Oppenheimer of the University of California's Scripps Institution of Oceanography has been able to reduce the bacteria populations in sea water. Penicillin, streptomycin and chloromycetin proved to be the most effective in protecting the eggs of the Pacific sardine, the Norwegian codfish and a Pacific turbot from the bacteria.

A combination of penicillin and streptomycin put into running sea water increased egg hatching threefold. The tests were made with sea water from the coast of southern California and Oslofjord, Norway.

### New Navicote Distributor at San Francisco

The Weeks-Howe-Emerson Co. of San Francisco, one of this country's oldest ship chandlery firms, has been appointed Northern California distributor of Navicote marine finishes by Hart and Burns Co. With appointment of this new distributor, Navicote is now available at every important port on the Pacific Coast from San Diego to Vancouver, B. C.



C. G. Meyer, buyer for Bandon Seafood and Cold Storage Co., Bandon, Ore., standing beside crab pots on wharf at Coos Bay, Ore.

Capt. W. J. Gray, who has been named to the Board of Directors of the C. J. Hendry Co., one of the world's largest ship chandlery and marine supply firms, with outlets in San Francisco, San Pedro, and San Diego, Calif. The marine and shipping industries have been Capt. Gray's prime business interests in life; in earlier years he was master of his own steam schooner in the copra trade. Capt. Gray was associated with E. W. Horsman in Marine Terminals Corporation from the start of that firm until his retirement in 1950.



## Oregon Stream Improvements Will Aid Fish Passage

Recent stream improvement work by the Oregon Fish Commission has facilitated migratory fish passage in two important river systems, according to H. C. Warren, head of the Fish Commission Engineering Division.

On Deep Creek, a tributary of the Clackamas River, the abandoned Buzza mill dam near Boring was removed. Warren stated that stream clearance work also has been done lately on the Clatskanie River system. One large log jam was removed from the main Clatskanie a mile below the falls. Additional debris removal was done over a 2½-mile section of Carcus Creek, a main tributary of the Clatskanie River.

Over 200 miles of migratory fish spawning area in Oregon streams have been opened up or made more accessible by stream clearance and improvement projects completed by the Oregon Fish Commission during the past year. Nine fishways providing improved fish access to at least 75 miles of stream area were completed during the twelve-month period.

Natural falls on the Hood, Millicoma and Coquille Rivers and another falls on Goble Creek were laddered by the Engineering Division of the Fish Commission. Four fishways were constructed over dams by private concerns or municipalities.

### Spring Fish Counts Started

Annual tabulation of Willamette River spring fish runs was started at the Oregon City falls early last month by the Oregon Fish Commission. No chinook salmon were logged; however, 45 steelhead were accounted for according to Earl F. Pulford, Fish Commission biologist in charge of Willamette counts.

Pulford said the Willamette count normally starts in mid-April. The 1955 count was started a month earlier to obtain more complete information on spring steelhead migration in conjunction with an overall Columbia River steelhead study being conducted by the Fish Commission.

### New Fishways to be Installed

State Fisheries Director M. T. Hoy announced recently that a fishway and fish-protection screen soon will be installed at the Hudson Bay Irrigation district dam on the Walla Walla River near Milton-Freewater. The improvements are being made through cooperative efforts of the irrigation district, the Oregon State Game Commission and the Oregon Fish Commission. The eight-foot-high diversion dam has been a complete block to adult steelhead at low water stages, the fisheries head explained.

Hoy also announced that the Fish Commission will provide plans for a new fishway at a water diversion dam on the Lostine River, a tributary of the Wallowa River. This dam is seven feet high and is owned by the city of Lostine which has agreed to construct the fishway. Hoy said the present temporary fishway at the dam is inadequate at certain water stages in providing access to fish utilizing the 15 miles of spawning area above the dam.

## Washington Salmon Trolling Begins with Good Catches

First arrival of troll-caught salmon on the Seattle market in the week ending March 20 boosted the week's receipts to 1,786,590 lbs., an increase of 13 per cent over the previous week. A total of 193,800 lbs. of troll-caught salmon arrived from Washington coastal points during that week. It was the heaviest opening catch in many seasons. By mid-March deep-sea salmon fishermen reported a good start off Westport.

Receipts of crab and oysters for that week also were the highest in several weeks, and arrivals of Columbia River smelt nearly doubled the previous week's total. Meanwhile, 13 vessels of the otter trawl fleet landed 423,000 lbs. of bottom and rockfish.

A rich harvest of Washington razor clams ended March 28 when the Washington State Fisheries Dept. called a halt to the season which opened March 1. Commercial diggers dug a total of 250 tons of clams, valued at more than \$50,000. Prices ranged from 10 to 13 cents a pound.

### Two Tuna Vessels Go Down

The tuna clipper *Sea Lark*, built at Bellingham, Wash., sank March 3 in waters about 400 miles south of Panama, according to word received in Seattle. Cause of the sinking was not learned.

The 165-ft. *Sea Lark* was built in 1944 and was owned by Pacific Clippers, Inc., and managed by National Marine Terminal Corp. of San Diego. All 12 men aboard the ill-fated craft were rescued.

Another tuna vessel, the *Tony B.*, went down in a storm off the northeast coast of Panama with 600 tons of tuna in her hold. Her crew was rescued by the Navy.

### Seed Oysters Arrive from Japan

The first of several shipments of seed oysters from Japan, scheduled for Pacific Northwest delivery, arrived in Olympia on March 5. The shipment consisted of 9,145 cases for members of the Pacific Coast Oyster Growers' Assoc. and 1,000 cases for the Coast Oyster Co. of South Bend, Wash. A total of 36,000 cases are scheduled for the Association members, and 20,000 cases for the Coast Oyster Co.

### To Investigate Fishboat Sinking

Sen. Warren G. Magnuson of Washington said his Senate Committee on Interstate and Foreign Commerce will look into the case of the sinking of the fishing vessel *Santa Maria* during a collision with a Navy craft in Puget Sound on March 10. Three fishermen lost their lives and one man was rescued.

It was claimed that a Navy landing craft, outward bound from Puget Sound, rammed and sank the fishing vessel, which was inbound with a load of fish, off Edmonds, Wash. However, Navy officers aboard the landing craft said the fishboat "veered" into the path of the landing ship.

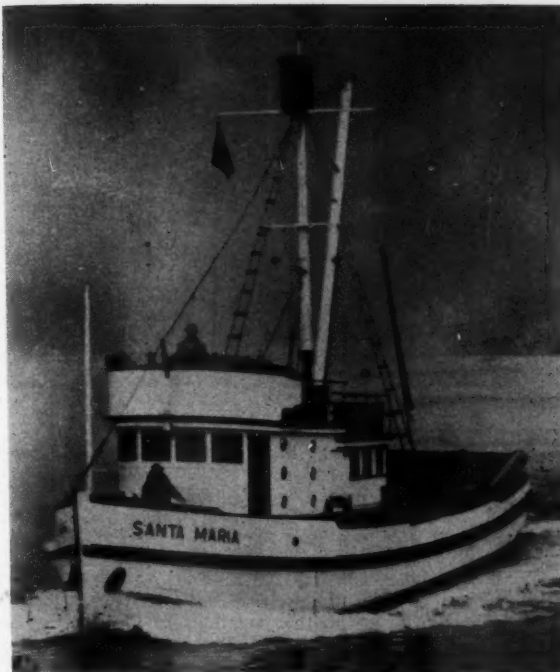
### Alaska Fishermen Accept Wage Increase

Members of the independent Alaska Fishermen's Union have voted to accept a wage increase of \$20 a month offered by the Alaska Salmon Industry, Inc., for most western Alaska areas. The contract applies to trap and tendermen and culinary workers, also providing an additional 12 cents an hour for overtime.

### Anacortes Canning Co. Sold

Sale of the Anacortes Canning Co. has been made to Nakat Packing Co. of Seattle. The announcement was made by J. F. Carroll, operator of the cannery which was founded in 1931 by his father, J. D. Carroll.

Nakat President H. B. Frille announced that plans already are underway to expand the facilities with a full fishing season and year-round shipping of products. They



The fishing vessel "Santa Maria", which sank March 10 in Puget Sound, Wash., after colliding with a Navy landing craft. Three fishermen lost their lives, including Obren Kokich and Leigh Larson of Tacoma, Wash., and Sig Hovland of Seattle. Rescued was John De Polo, Jr.

also will expand the present fishing fleet to include gill-net boats. Carroll will remain in a supervisory capacity, with Don Franett taking over as resident superintendent.

### Exploratory Vessel to Tag Petrale Sole

The Fish and Wildlife Service's exploratory fishing vessel *John N. Cobb* left from Seattle, Wash. on March 21, on an expedition to tag petrale sole in the "Esteban Deep," a submarine canyon off the west coast of Vancouver Island, B. C. The operation will be carried out in cooperation with the State of Washington Department of Fisheries and the Fisheries Research Board of Canada.

Standard western otter trawls will be used to catch the petrale sole, and special techniques and gear will be employed in an attempt to reduce the high mortality rate experienced in previous tagging operations by the State in the "Esteban Deep." The high mortality was thought to have been the result of extreme pressure changes on the petrale sole as they were brought up from depths as great as 1,200 feet.

Catches of petrale sole—considered to be one of the best flounders on the Pacific Coast—have dwindled on both Canadian and United States grounds in recent years. The "Esteban Deep" petrale sole grounds, discovered accidentally in 1953 by American trawlers fishing for Pacific Ocean perch, have produced the largest catches of petrale sole ever taken in the history of the Washington trawl fishery.

Fishermen and scientists alike believe that the petrale sole taken in "Esteban Deep" are a part of the same stocks which are fished in other areas during the Summer months. This opinion is based on results of previous tagging by Washington State and Canada. The work carried out by the *John N. Cobb* will help to determine the necessity of giving the species regulatory protection.

### Want Harbor Facilities Expanded

The expansion of the fishing and canning industry around Bellingham and Blaine is causing growing pains for those two ports. Some 150 large seine boats and 600 smaller gill-net boats, representing an investment of over



**TWENTY-SIXTH ANNUAL FISHERMEN'S FESTIVAL** was held March 6 in Seattle's Ballard First Lutheran Church, with prayers for safe and profitable halibut fishing being offered for the season which begins May 7. Shown above are Eugene Andersen of Seattle, fisherman since 1925, receiving a New Testament from Rev. A. F. Anderson, pastor of the church. More than 1,000 fishermen and their families attended the services, and each fisherman received a prayer book or New Testament after the ceremony.

two and a half million dollars, use the harbors regularly, and during the salmon season, berthage at Blaine is at a premium. It is hoped that the present Congress will appropriate money for the expansion of both harbors to accommodate the fishing fleet.

### Seattle Otter Trawl Landings for March

Landings in the Seattle otter trawl fishery for March amounted to 2,163,440 lbs., or 79,000 lbs. more than during February. The catch was landed in 62 trips. Leading varieties were true cod with 1,071,490 lbs., and rockfish with 350,430 lbs. The biggest day of the month was the 29th when 195,260 lbs. were landed.

### Two Fishboats Hit Jetty and Sink

Two Port Angeles fishing vessels were sunk the night of March 17 when they struck the south jetty at the entrance to Grays Harbor. The boats were the *Sun Cloud* and the *Cemae*. All hands aboard both boats were removed safely.

### Salmon Eggs Planted in Hudson Bay Area

The Washington State Dept. of Fisheries is cooperating with the Ontario Dept. of Lands & Forests in an experiment on the introduction of chum salmon eggs in the Hudson Bay drainage area to determine whether Pacific salmon will establish themselves in streams which now support trout. Similar experiments have been made from time to time throughout the world, but only in a few instances has it been possible to successfully introduce Pacific salmon.

## Georgia Sounds Opened To Shrimp Fishing

Georgia Sounds, all except St. Simons, opened at midnight on March 15 to shrimp fishermen, and while the supply was reported not to be plentiful, the shrimp were of sufficient size to warrant the opening.

Shrimp fishing is not permitted at all in Glynn County in which St. Simons Sound is located, because under a law of 1952 it is provided that an election is necessary. A petition signed by 10 per cent of the voters requesting an election is necessary, and if one is held a majority vote of those participating will decide the issue.

A large number of Brunswick fishermen have their boats ready to go after shrimp, and that means a number of local plants which have been practically closed for some time will resume operations.

## Virginia Traps Yielding Good Shad and Herring Catches

March was one of the best months for the fishing of shad and herring in the past ten years. In the first week, Capt. Wyatt Pruitt, fishing three traps in Tangier Sound off Cod Harbor at the southern end of Tangier Island, made daily catches of from 3 shad and 600 herring to 15 shad and 1400 herring. Late in March he was catching from 75 to 160 shad daily, and from 12,000 to 25,000 herring a day.

In Pocomoke Sound, Capt. Smith Parks was doing almost as well. He is fishing two small traps, and late in March was making big catches, as many as 90 shad and 15,000 herring a day.

According to William H. Massmann of the Virginia Fisheries Laboratory, the shad run this year is later than it has been for the past five years. Unseasonably low water temperatures are probably responsible for retarding the return of the fish from the ocean depths to their spawning grounds in the James, Rappahannock and York Rivers.

### Crab Season Closed

Tangier crabbers returned on the 15th of March. They reported that the season was only fair, but that on the average they got a good price. Toward the end of the season they crabbed at Smith's Point in the mouth of the Potomac River, and sold for \$16.00 a barrel.

### Pollution from Menhaden Plants Being Reduced

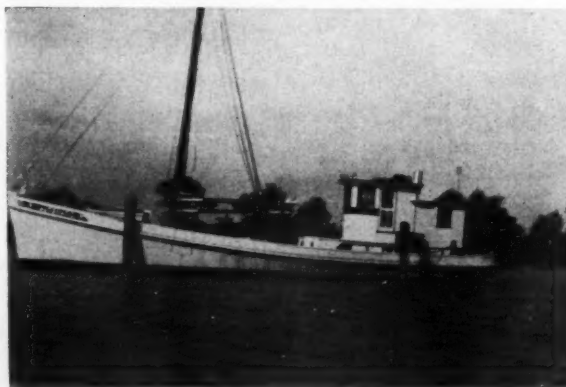
The four menhaden plants operating in Virginia—Standard Products Co. at Whitestone and Fair Port, Reedville Oil & Guano Co., Reedville, and McNeal Edwards Co., Fair Port, have done much in the past few years to overcome the problem of pollution. A. H. Paessler, executive secretary of the State Water Control Board, stated recently that from 90 to 95% of the pollution had been eliminated through the use of evaporation equipment.

In 1954 the companies had an unprecedented catch of menhaden, and on a few occasions the volume exceeded the capacity of the equipment. However, equipment now has been purchased to eliminate even further any pollution.

### Hampton Roads Area Landings

During the month of March fish production in the Hampton Roads area amounted to 4,602,200 lbs., which was nearly 700,000 lbs. more than during February. Scup led again in March with landings of 2,286,700 lbs., while sea bass was second with 1,287,100 lbs.

Pound net landings for March were 490,900 lbs., and shad led with 323,900 lbs. Pound net catches in February amounted only to 28,500 lbs.



Granville A. Tillage's 55' x 14'2" x 4'6" oyster boat "Automatic" of Gloucester Point, Va. Her capacity is 800 bushels, and she is powered by a 225 hp. General Motors Diesel.



## Great Lakes Fishermen Making Profitable Spring Catches

With the opening of the spring season, commercial fishing craft were making many profitable catches of smelt, herring, pike, whitefish, lake trout, yellow perch, chubs, and other freshwater varieties. On Lake Erie, where ice fishing was functioning just a short time ago, commercial fishing fleets were plying out of Monroe, Mich.; Port Clinton, Sandusky, Lorain, Toledo, Huron, Vermilion, Cleveland, Fairport, Ashtabula and Conneaut, Ohio; Erie, Pa. and Dunkirk, N. Y., attending gill and trap nets with fair to good catches.

On the Canadian side of Lake Erie, fishing tugs headed from ports along the north shore as the season officially opened. Some fishermen were hampered by the heaviest ice conditions in the last four years. Others, however, had good luck. Elmore Misener, skipper of the *H. H. Misener Triumphant*, steamed into Port Dover with the first catch of the season—an 800 lb. haul of pickerel, white bass and perch.

At Port Maitland, about 35 miles east of Port Dover, only a few of the 22 fishing boats at the port ventured into the lake, steaming slowly down a channel cut through the ice by heavier boats.

Small established operators working the river area and Lake St. Clair have been getting some unusually large pike this season, while Saginaw Bay fishermen operating from Rose Island between Sebawaing and Bay Port reported spotty catches in perch and increasingly good yields in the spring run of pike. Off Tawas Bay, on Lake Huron, perch hauls are improving. In the Georgian Bay area, pike catches were ranging from fairly good to good as the spring runs got under way. Straits of Mackinac area fishermen were still getting nice yields of lake smelt.

### Good Chub and Perch Takes on Lake Michigan

On Lake Michigan, where fishermen have been hauling in smelt by the tons, whitefish yields were light, while chub and perch takes were generally good, with pike catches somewhat improved. Fishermen took a record catch of 4,800,000 lbs. of smelt from the Great Lakes bordering on Michigan last year, indicating the little fish have made an amazing comeback.

On Green Bay, fishermen along the west shore from Peshtigo Harbor, Wis. to Escanaba, Mich. halted smelt operations in March to force the price to producers up to five cents a pound minimum. At Cedar River, Mich., a group of the 156 licensed commercial fishermen in the area all agreed that it was impossible to fish profitably for smelt with pound nets at 3 cents a pound. Wendell Beaucock, president of the Menominee County Fishermen's Assoc., which sponsored the meeting, said fishermen could not meet operating costs at three cents.

In April, however, commercial operators on Green Bay were netting in deep water. Escanaba, Gladstone and other Delta County netters were taking smelt by the tons. Reports of yields on other varieties indicate fair takes with improved catches of chub, walleyes and perch. Whitefish catches have been relatively poor.

### Young Trout Planted

At Watertown, N. Y. an airlift deposited some 20,000 young trout in the area between Stony and Galloup Islands as part of a joint American-Canadian project. The Canadians contributed a like number. A spokesman said the project is to ascertain if such a plan is practicable to replenish lake trout.

### Shortage of Some Species on Chicago Market

There has been a continued shortage on the Chicago wholesale fish market in the following varieties: lake trout, whitefish, yellow perch, yellow pike, and menominees. Markets for these are from steady to strong. More abundant items include lake herring, smelt and sheeps-



Harvey F. Holland's 36' fishing tug "Stranger" of Bayfield, Wis., powered by a 115 hp. Chrysler engine with 22 x 24 Michigan wheel. Other equipment includes Pentwater net lifter, Jabsco bilge pump, Fish Net and Twine Co. nylon nets and Plymouth rope.

head, while there were moderate supplies of buffalofish and carp. Lake smelt in smaller sizes are in oversupply.

### Researchers Use Underwater Diving Gear

Snorkel tubes and fins soon may become standard equipment for Michigan Conservation Dept. fish researchers. Merle G. Galbraith, Jr., department employee, said fish survey teams used underwater diving gear successfully last summer and were able to make spot checks of lake bottoms to a depth of 30 ft.

### Lamprey Eel May Prove Beneficial to Science

Dr. George Shinowara of Ohio State University is undertaking research aimed at extraction of a powerful anti-coagulant secreted in the lamprey's mouth, which prevents fish blood from clotting when the predator clamps on to a victim. The research is supported by the National Institution of Health and the American Cancer Society.

The lamprey secretion could prove useful in treating any of the many conditions caused by clotted and thickened blood. However, not all eels have glands of the right size for production of the substance. Eels from Oregon's Willamette River Falls have a good supply, but those taken from Michigan's Ocqueoc River carry 18 times more.

### Michigan Observes "Fish Week"

From March 20 to 27 Michigan observed Fish Week, to honor the state's important and oldest industry. It dates back to 1634, only a few years after the first French explorers started to steam out of Georgian Bay, up the St. Mary's River and through the Straits of Mackinac.

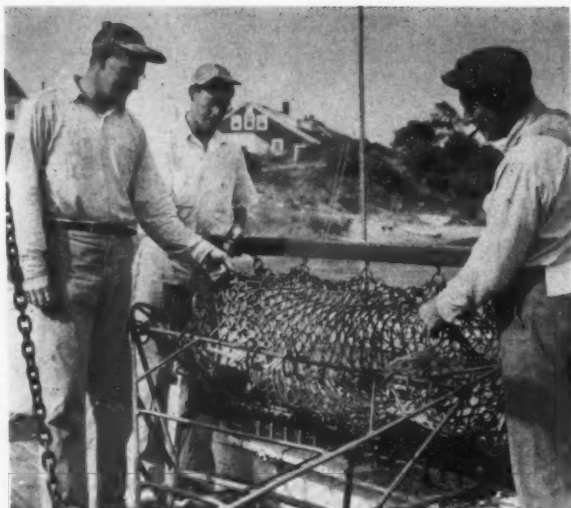
At present Michigan's 4,841 commercial fishermen harvest annually a fish crop valued at from \$1,500,000 to \$3,000,000. The commercial fishermen of the state operate 661 vessels.

### State Buys Escanaba Smelt

The State of Michigan is helping in the consumption of Escanaba's bumper crop of smelt from Little Bay de Noc, by placing an initial order for 8,800 lbs. of the fish for state institutions.

### Treaty Will Aid Lamprey Control

The U. S. Fish & Wildlife Service expects to make a renewed attack on the problem of sea lampreys in the Great Lakes as soon as the Senate approves a treaty between this country and Canada with respect to lamprey control. John L. Farley, director of the Service, told members of the Appropriations Subcommittee on the Interior Department that the treaty already has been completed but needs to be ratified by the Senate. The Senate Foreign Relations Committee is expected to take up the new treaty with Canada late this month, at which time it would set up a commission for control of the lamprey.



From left to right, William, Lawrence, Jr., and Capt. Lawrence H. Malloy of L. H. Malloy & Sons, Waterford, Conn., examining a 150-pound oyster dredge and gear.

## Father and Sons Operate Eastern Connecticut Oyster Farm

Eastern Connecticut's only commercial oyster farmers, L. H. Malloy & Sons of Harrison's Landing, Waterford, lease 270 acres of oyster beds in Long Island Sound for growing their product.

The Malloys—Capt. Lawrence H. and his sons Lawrence, Jr. and William—raise their seed oysters on a 100-acre tract off Branford. These small oysters are transplanted to a 90-acre lot off Kitenaug in the Thames River at New London when they are about  $\frac{3}{8}$ " across. Then they are moved for the final time to an 80-acre oyster bed in Gardiner's Bay, Long Island.

The Long Island bed is leased because drills are not as numerous there; however, in 1950 pirates gave the Malloy firm heavy losses. About 5,000 bushels of market-size oysters, worth approximately \$5.00 a bushel, were estimated to be in the bed. When the Malloys started dredging they found the crop had been cleaned out. "That crippled us so badly we stopped trying to raise oysters to market size. Now we sell most of them before they are three years old to other growers," said Capt. Malloy.

Before the 1938 hurricane, the Malloys operated four oyster boats. All of these craft were destroyed in the



The 50' oyster boat "Alice", operated by L. H. Malloy & Sons of Waterford, Conn. Lawrence Malloy, Jr. is at the wheel, while William Malloy is standing by the oyster dredge. The craft is finished with International paint, and uses Socony fuel and lubricating oil in her 113 hp. Kermath Diesel.

storm, along with 75,000 bushels of oysters. Now the oystermen run the *Anne* and the *Alice*, two 50' shallow draft boats with 16' beam which have the pilothouse, living quarters and engine room aft. The forward deck is occupied with two 150-pound dredges and hoisting gear, and there is space for 1,000 bushels of oysters to a depth of 8'.

The *Anne* originally was built in 1869. Three years ago she was cut in half, lengthened by 8' and completely rebuilt. The *Alice* was built in 1910 for \$550. Between 1946 and 1951 the Malloys rebuilt her from stem to stern at a cost of about \$17,000.

## Rhode Island Bills Would Ban Large Menhaden Vessels

Identical bills aimed at keeping large menhaden boats out of Narragansett Bay during the annual spring run of the fish were introduced in both branches of the Rhode Island Legislature March 18 by Sen. George M. Westland and Rep. E. Rex Coman of Narragansett. The proposed legislation would outlaw all menhaden boats over 75 tons in gross weight.

It was noted that most of the large menhaden boats are from other states. They arrive from Long Island, New Jersey and points further south and largely supply poultry meal and fertilizer plants.

In another development, quahaug dredgers sponsored the introduction of duplicate bills which would enable them to use their power equipment in some parts of Narragansett Bay if the State Director of Agriculture and Conservation gave them permission. With one exception, dredgers have been confined to the Sakonnet River during the winter months. Hand rakers always have opposed any legislation that would let the dredgers out of the river, claiming that the operators of the mechanical equipment soon would destroy the bottom worked by the bullrakers and tongers.

Under the terms of the new proposal, Rego could open certain areas of the bay to dredging between Nov. 1 and April 30 of each year, and he could close them for conservation reasons or if violations by dredgers became flagrant. The measure also defines areas where dredging would not be allowed under any circumstances, and where it would be allowed.

Other bills introduced recently would require shellfish handlers to buy an annual \$5 license which the Department Director could revoke or suspend for cause, after a hearing. Another measure would permit offshore dredging of sea clams used commercially for the making of chowder.

Still another bill would permit lobster boats in the state to bring in claws and tails only providing the tails are at least eight inches long. The bill would extend the present nine-month season to the full 12 months.

## Quahaug Area Closed after Five Days

The shellfishing operation at the Nausauket-Buttonwoods Shore in Warwick was closed again on the 26th of March after five days during which hundreds of quahaugs worked in the area. The ban was imposed again by John L. Rego, Director of Agriculture and Conservation, because of the wasting of a large number of under-size quahaugs, glutting of the shellfish market, and the difficulties of law enforcement. It was estimated that between 10,000 and 12,000 bu. of littlenecks were taken.

## Hearing on Striped Bass Bills

The Senate Fisheries Committee conducted a hearing last month on two striped bass bills. One is a measure that would permit the taking of striped bass only by hook and line. The other bill would prevent the setting of traps specifically for the taking of the bass.

The commercial fishermen told the committee that they view all attempts to regulate the striped bass catch as "unnecessary".

## Florida Has New Shrimp Boat Basin at Stock Island

The Safe Harbor Enterprises, Inc., a new organization, is investing thousands of dollars into developing 200 acres of the southern portion of Stock Island into a land-locked shrimp boat basin, complete with modern equipment, services and housing for shrimpers and their families. President of the company is Phil Toppino.

Dredging of five boat slips with a water depth of 40 ft. already has been completed. The slips can accommodate approximately 1,000 shrimp boats, 200 in each slip.

Access to the entire basin is by means of a deep-water channel that extends 2,200 ft. in a south-southeasterly direction towards the Atlantic. The channel will stretch 2,500 ft. when completed.

Completed and operating full-swing are an ultra-modern ice house, leased to Pure Ice Co. of Miami, and two shrimp packing houses. In addition, plans call for construction of a marine railway.

Toppino says the facilities the basin is offering and the proximity to the Campeche and Tortugas shrimping grounds are two major reasons why the Stock Island project may result in greater centralization of the shrimping industry.

### Tests Sound Gear for Locating Shrimp

The Fish & Wildlife Service vessel *Pompano* returned to Miami March 18 after more than two months operations on the Key West shrimp grounds. The principal objective of the activities was further testing with underwater sound gear to determine the practicability of detection or location of commercial species of shrimp by means of passive listening devices.

Thirty-six tape recordings were made at 11 different stations, and a 20-ft. try net was systematically employed to verify the presence of shrimp in conjunction with the recording work. Attempts to observe shrimp in their natural habitat were hampered by hydroscopic conditions unfavorable to work with the underwater television unit with underwater lamps at night.

The *Pompano* was assisted on several days by the shrimp trawler *Miss Ethel W.*



Manuel Boa, who owns and operates two Caterpillar-powered shrimp boats in the Key West, Fla. area, gets quick delivery of Caterpillar parts at the dock as his boats tie up after a fishing run. Delivering the parts is Louis Fradette, serviceman at Shelley Tractor & Equipment Co., Key West.

## Jaxon Hice Named President of Shoreline

Jaxon O. Hice, who recently resigned as head of SeaPak Corp. of St. Simons Island, Ga., has been named president and general manager of Shoreline Packing Corp. at Tampa, Fla. The Florida company's name has been changed to Shoreline Enterprises of America, Inc. Hice founded SeaPak in the Fall of 1948, and now is joining forces with his younger brother, Billy D. Hice, who built the Tampa plant and is vice-president in charge of production.

The modern Shoreline plant, completed less than a year ago, is located on the Tampa waterfront where more than 200 trawlers land fresh shrimp. Many innovations have characterized the Shoreline operation, including the perfection of specialized machines which mechanically peel and devein shrimp after they have been machine-sorted into six sizes. Conveyor handling of production has been developed to a fully mechanized operation. All water used in the plant is chlorinated to control bacteria, and rigid inspection and sanitation practices are followed.

In order to provide for more output the Tampa plant was enlarged several months ago, and employs 150 people on two daily shifts. The flash freezing tunnel, which operates at 65 degrees below zero, has a daily capacity of 40,000 lbs. This super-fast method of freezing was developed by Hice and James J. Meadows of SeaPak.



Jaxon O. Hice, new president and general manager of Shoreline Packing Corp., Tampa, Fla.

### Want Shrimping Banned in Two-mile Limit

The Cotee River Improvement Assoc. at New Port Richey is planning to promote legislation prohibiting shrimpers working closer than two miles offshore. The shrimpers emphatically denied their activities in any way "tore up" the fishing beds, as others contend.

Marine laboratory tests will be made first to ascertain if it is scientifically accurate that the commercial shrimping is interfering with the sports fishing. Should these tests verify the Association's suspicion, the group will have the necessary bills to limit shrimping introduced at Tallahassee.

### To Expand Tampa Shrimp Plant

Ocean Products, Inc. at Tampa, a shrimp processing firm, has announced plans for the expansion of the present plant on Hooker's Point. Leo Levinson, president of the concern, said the new building will cost \$10,000. The firm employs 140 people, and will add more when the new building is completed.

### Favors Cooperation with Sportsmen

Charles Sembler, head of a wholesale fish house at Sebastian, believes that sportsmen and commercial fishermen should get together to talk things over and iron out misunderstandings. On April 17 he was scheduled to meet with the Florida Outdoor Writers Assoc. and Louis Fischer, Cocoa, president of the Southeastern Fisheries Assoc., to discuss viewpoints of both sportsmen and commercial fishermen and proposed legislation affecting both groups.

Sembler believes that power seining (haul seining) is the common enemy of both sport and commercial fishermen. He recently stated that big nets, power hauled, destroy bottoms and kill small fish because they take everything. He is in favor of a bill that would permit winding.

Winding is an operation that involves two net boats. The boats stake out a set, then close it, forming a circle, and work the circle tighter and tighter to a small bag. As this is done, trout can escape from the bottom, leaving the mullet.





The 69' sardine carrier "William Underwood", operated off Jonesport, Maine, by the William Underwood Co. The craft was repowered last year with a General Motors "6-110" Diesel, rated 230 continuous hp., which gives her a cruising speed of 10 knots. The vessel services weirs in the Jonesport area and delivers loads up to 4½ tons to the Underwood cannery.

## Maine Sardine Advertising Campaign Expanded

Expansion and extension of its Lenten and Spring advertising-merchandising campaign was announced by the Maine Sardine Industry on March 12. Executive Secretary Richard E. Reed said that because of increasing competition from other foods, the Sardine Tax Committee had voted to nearly double its original budget.

More newspaper supplements and radio stations, as well as 11 television stations in the South, have been added to the schedule to augment the extensive consumer magazine, newspaper, radio and trade paper coverage.

Maine sardine advertising will continue through April for the first time, with media being used in supplements in 34 cities, radio over 135 stations in 65 cities, TV in 11 cities, five national consumer magazines and nine trade publications.

## Clam Biologists Meet

Scientists from the New England States gathered at the McKown Point research station March 1-3 to exchange views and discuss progress on clam research. This was the fifth in a series of conferences on the shellfish.

Green crabs are still the number one enemy of the soft-shell clam. These predators have become very numerous along the Maine coast, and are believed responsible for the scarcity of clams.

Green crabs have moved northward each year, and now are found in Canada. Canadian biologists have reported that these crabs appeared as far as Wedgeport, Nova Scotia last August.

## Withdraw Lobster Length Bill

The lobster dealers have withdrawn their bill to increase the minimum legal length of lobsters caught in Maine. The action was taken at a hearing in Augusta March 29 with Harold W. Look, Rockland lobster dealer, speaking for the dealers.

Withdrawal of the legislation was decided upon after results of a poll of Maine's 6,000 licensed lobstermen had been revealed by Leslie Dyer of Vinalhaven, president of the Maine Lobstermen's Association. Over 3,000 ballots were received by the Association, and the vote against the 1/16" increase in measure was two to one.

Mr. Look withdrew the dealer-sponsored bill with the stipulation that a committee be selected to meet with like committees of other lobster-catching States. Their project would be to settle on a lobster length policy covering all the States.

## Buys Gill-netter

Capt. Steve Minervino of Portland last month purchased the 50-ft. gill-netter *Blanche R III*, the boat he has skippered for the past 12 years. Minervino, widely known along the Portland waterfront, has been the port's high-liner among the gill-netter skippers.

## Would Have Draggers Throw Back Lobsters

Hearings on measures affecting the lobster industry were attended last month by Pres. Leslie Dyer and A. Alan Grossman, representing the Maine Lobstermen's Association. The lobstermen gave their support to a measure which would require dragger crews to throw back immediately any live lobsters which were caught in their drags.

## Birds Eye Fleet Sails Again

The Birds Eye fleet at Rockland was scheduled to start to sea on March 14 or 15, with the trawler *Wave*, Capt. Michael Maher, sailing first. Later in the month the *Crest*, *Squall* and *Calm* were to leave for the Grand Banks.

With boats making only one trip during the month of February, fish landings reported by Birds Eye at Rockland dropped to a total of 1,145,600 lbs. Of this, all but 28,100 were redfish.

Highline boat for the month was the *Squall*, Capt. Ronald Whiffen. The *Squall* landed 268,500 lbs. of reds and 550 lbs. of groundfish.

## Wants Fisheries Courses in Schools

Rep. Leroy McCluskey of Warren, for the second legislative session, is presenting a resolve before the Maine Legislature for the institution of marine and fisheries courses in the high schools of the coast. He is widely supported in his efforts.

McCluskey has asked for an appropriation of \$50,000 for the next two years to permit the setting up of pilot courses in coastal high schools. Among those endorsing the plan are the Dept. of Sea & Shore Fisheries, the State Dept. of Education, U. S. Coast Guard and the Maine Lobstermen's Assoc.

## Action on Harbor Dredging Project

Rockland's proposed \$700,000 harbor dredging project was approved last month by the Corps of Army Engineers' board of rivers and harbors. The project now goes to Gov. Edmond Muskie for his official approval, and then to the Bureau of the Budget, which allocates a place on its schedule of expenditures, if it approves the project. Once approved in these two offices, Congress will receive the bill for action.

Recommendations call for a channel extending along one and a half miles of the northern and central waterfront. The channel would vary in width from 100 to 150 ft. Also recommended is a channel 18 ft. deep and 100 ft. wide leading to the vicinity of General Seafoods' marine base in the southern part of the harbor.

## Still Hauls Lobster Traps at Eighty-three

William Sylvester, one of Orr's Island's most colorful figures, observed his 83rd birthday last month. He still hauls 40 lobster traps each summer, and in his lifetime has been a fisherman, carpenter, painter, caretaker and spinner of yarns. His fishing career started at the age of 13 when he shipped out for Georges Bank, and he has fished from the Grand Banks to the coast of Virginia.

## Mortier D. Harris Honored

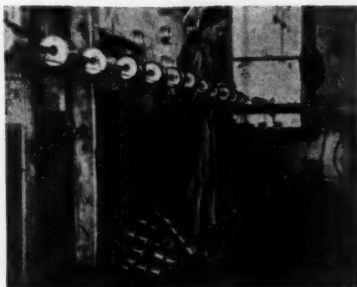
State and civic leaders turned out at Portland last month to honor Mortier D. Harris in recognition of his interest in waterfront development, and to view the lighting of a candle, replica of the famed Irish Tostal Candle.

The special four-foot candle is symbolic of welcome and goodwill. The lighting and testimonial to Harris was in connection with the start of the three-day open house celebration of The Harris Co. and the Harris Oil Co., of which he is president.

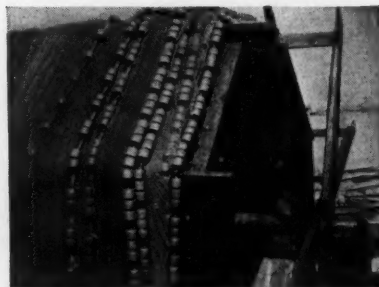
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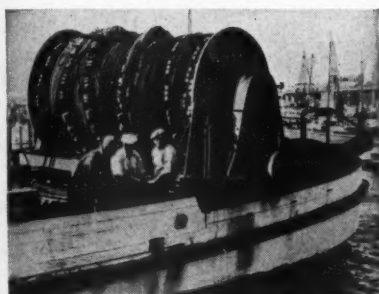


Sardine-Herring



Menhaden

## tougher, more buoyant than cork!



Tuna-Salmon



Sardine-Herring



Menhaden

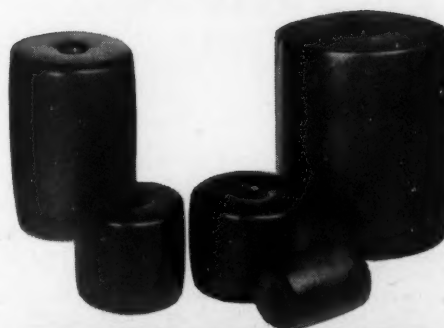
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- Twelve different float sizes ranging from 3" x 1½" to 6" x 7½".

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**SPONGEX**  
SEINE FLOATS  
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Sponge Products Division



The 50' x 15' x 6' dragger "Southern Cross", skippered by Capt. Alton Tilton of Vineyard Haven, Mass., and powered with a 60 hp. Atlas Diesel with 36 x 20 Columbian propeller. The vessel has Surrette batteries, Wickwire wire rope, Danforth anchor, Linen Thread Co. Gold Medal netting, Hathaway winch, Raytheon depth sounder and Ray Jefferson radiotelephone. Texaco fuel and lubricating oil are used.

## Cape Cod Fisheries Laboratory to Use Television in Underseas Studies

Television will be used this summer in connection with fisheries research by scientists of the Woods Hole laboratory of the Fish & Wildlife Service. The camera will record the perambulations of undersea wildlife, with the picture being relayed by cable to a viewing set aboard the boat. Early scientific TV work will be done in shallow waters in connection with frogman underwater studies.

Approximately \$21,000 has been allocated from funds of the Saltonstall-Kennedy Act for the preparation of plans for proposed new construction of an office and laboratory, docking facilities, seawalls and breakwater to replace present facilities at the Woods Hole laboratory. Members of an industry advisory committee appointed by the Secretary of the Interior were expected to meet late last month to study a departmental request for sufficient funds to carry out this work.

## Fishermen Notified of Firing

Provincetown fishermen were notified last month that firing at the South Wellfleet firing range would start March 21. Capt. Manuel P. Dutra said he received a notice to that effect from the Fort Devens public information office.

## Studying Sea Scallop Fishery

Arthur Posgay, who has been conducting an investigation of the biology, conservation and the fishery of the sea scallop, returned to the Fish & Wildlife Service laboratory at Woods Hole last month from a 10-day tour of southeastern ports. At Greenport, L. I. and Point Pleasant, N. J. about eight or ten scallop boats were working.

The scallop has been recorded as far south as Cape Hatteras, but to Posgay's knowledge the most southerly bed of scallops commercially worked in recent times was situated at Hampton, Va. This fishery was in operation up until two or three years ago.

## Capt. Manuel Enos

Capt. Manuel Enos, 84, prominent in fishing circles in Provincetown most of his life, died on March 26. Capt. Enos was the last of the deep-sea fishing captains out of this port, having fished off the Grand Banks, Western Banks and Sable Island. He had been a seagoing fisherman since he was 12.

Capt. Enos had a total of 35 years as a fisherman, but had spent the last 25 years ashore.

## New Bedford Fishing Boat Safety Program Proposed

Five proposals to provide better protection and safety for local fishermen were advanced last month on a WNBH radio program called Face the Facts. The recommendations are:

1. To provide helicopter service from a base on Nantucket Island, thus giving faster service in the search for missing or disabled vessels.
2. To set up a communications center in New Bedford whereby fishermen would check out when their vessel was leaving port and check in on return to port.
3. To paint all vessels a national color on the topside plus a number so they could more readily be identified in an air search.
4. To set up a rigid inspection periodically of all vessels, thus assuring their safety and seaworthiness.
5. To require all captains and engineers of vessels weighing 20 tons or more to be licensed.

## Fish and Scallop Landings Increase

A total of 3,060,200 lbs. of fish and scallops were landed during February this year, as compared to 2,784,200 lbs. in February 1954. Sea scallop prices maintained a high level for the sixth consecutive month in February, averaging .2769 cents more a pound than in February 1954. Fifty-one scallopers made 85 trips in February, as compared to 92 trips made by 57 scallopers the previous year.

## Hurricane Victims Refloated

Two more hurricane victims were refloated in the New Bedford harbor during the past month. The dragger *Dagny* was raised from the bottom off Union Wharf, Fairhaven, and removed to Palmer Scott Boatyard, New Bedford, for repairs. She is owned by Gilbert C. Tavares.

The *J. Henry Smith*, driven aground at the southeast corner of the New Bedford-Fairhaven bridge was refloated and is at Peirce & Kilburn Shipyard, Fairhaven, for repairs. She is owned by Joseph J. Jablonski. A third vessel, the *Marjorie Parker*, still rests with her bow up on Union Wharf, Fairhaven.

## New Scallop Has Rough Trip

The new scalloper *Rush* landed 9,000 lbs. of scallops March 23 after her maiden trip. The vessel left New Bedford March 12 and lost two days' fishing because of weather. Capt. Rudolph Matland, owner and skipper, had opportunity to test his craft in heavy winds and rough seas. The boat made 10 knots on the trip homeward in a 60-mile gale.

## "Sea Hawk" Gets New Owners

Ernest Clattenburg and Jerry Moriarty are the new owners of the *Sea Hawk*, which they have renamed *Midway*. They own two other draggers, the *Venture I* and the *Adventurer*.

## Vessels Repaired and Refitted

Recent repair work at the Fairhaven yards has included new sheathing and garboards on the scalloper *Malene Marie* owned by Tom Drivdahl. She was hauled at Peirce & Kilburn's. At Hathaway's the *Elizabeth N.* had her engine overhauled. She is owned by Mrs. Dina Nicodemisen. A 14" drum, 1353 Hathaway winch has been installed aboard the *Falcon*, owned by John Sylvia of New Bedford.

At Kelley's, Leif Mikalson's *Kingfisher* has been hauled for bottom painting with International copper paint. The *Ebenezer* has had her Diesel engine overhauled. She is owned by Albert Griek. The *Antonina* was changed over to scalloping, and the *Louis A. Thebaud* has had a new crank shaft on her Diesel. Capt. Shirley Mitchell's *Luberray* has been at Kelley's for a general overhaul. The dragger *Annie Jackson*, owned by James Dawson, has been repowered with a new 6-110 Series General Motors Diesel.





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## "The Devil was having wife trouble"

"**H**ERE I AM, twenty-four years old and what have I done?" he had once written. But he was 53, and his face, like his indomitable will, had become seared and toughened by years of Arctic struggle before he reached his ultimate goal.

On December 15, 1909, Robert E. Peary finally stood where no man had ever set foot:



North latitude 90°, longitude 0°. That day, he planted the American flag on the North Pole.

His return, afterward, to his base camp was so uneventful that one of his Eskimos explained it by saying the Devil must either have been asleep or having trouble with his wife.

Actually, good luck of that sort was a rarity to Peary. Enduring intense hardships, he had failed six times before to reach the Pole, but he never gave up. He lived all his life by his personal motto: *I shall find a way or make one.*

Peary's was a motto Americans find easy to understand. In fact, it typifies the practical "strike-out-for-yourself" spirit of the 160 million American citizens who stand behind U. S. Series E Savings Bonds. Perhaps that's why these Bonds are among the finest investments in the world today.

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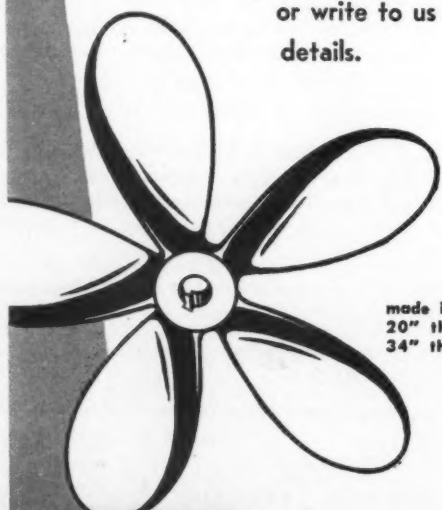


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## Long Island Fishermen Are Against Striped Bass Bill

Long Island commercial fishermen clashed with sportsmen early last month over a proposed law specifying that striped bass be caught only by hook and line. Nets would be outlawed. Spokesmen for the fishermen warned that the bill's adoption would result in the loss of 500,000 pounds of striped bass from the market, and make the price prohibitive.

The chief protest was made by Nicholas W. Griek, executive secretary of the Long Island Fishermen's Assoc. He denied that commercial netting was depleting the supply of striped bass.

### Basin Available to Fishing Boats

Boatmen of the town of Hempstead living in the area of the village of East Rockaway will share equal rights in the use of over 60 moorings, anchorages and dock spaces, according to an agreement reached between the trustees of the two towns. Applications are now being received by the village of East Rockaway for boats from 16 to 24 feet in length. Fees for the larger fishing craft are \$100 a year.

### Hudson River Shad Catch

The 1954 Hudson River shad catch in New York waters amounted to 613,200 lbs., 34 per cent more than the 456,850 lbs. caught in 1953, according to figures supplied by the Fish & Wildlife Service. Fishing was conducted under special shad gill-net permits issued by the State.

The value of the catch from stake nets to the fishermen was approximately \$34,000; and the catch from drift gill nets was valued at approximately \$38,000 to the fishermen.

### Boat Owners Warned of Danger Area

The U. S. Army warned boat owners and captains that the Waters off Montauk Point would be a danger area from April 1 through April 30, daily except weekends, from 9 a.m. to 4 p.m.

### Charles Woolley

Charles Woolley, manager of the J. and J. W. Elsworth Oyster Co. in Greenport for many years, died suddenly on March 25. Mr. Woolley was 70 years old.

## Massachusetts Rejects Ban On Short Lobster Meat

Legislation to ban canned and frozen lobster meat in Massachusetts which was taken from short lobsters in Canada or other states, was rejected by the Senate last month. The measure would have required the meat to be packed with the tail intact and would have set a minimum size for the tails of four and one quarter inches.

Sen. Newland H. Holmes of Weymouth claimed the measure would not keep any lobster meat out of the State, and Sen. Philip A. Graham of Hamilton pointed out that the measure would end the Lobster Newburgh canning business in Gloucester.

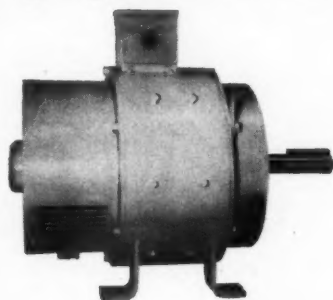
A plan to increase the license fees paid by lobstermen, with the proceeds to be earmarked for research and enforcement of law, was turned down by the legislative committee on conservation. Another measure rejected by the committee would have established a maximum legal size for lobsters taken in Massachusetts waters. There is now a minimum size.

### "Delaware" to be Overhauled

The exploratory fishing vessel *Delaware* will undergo overhaul and modifications in East Boston after several encouraging cruises in the Gulf of Maine and adjacent North Atlantic waters. The vessel will be fitted with new electronic navigation and fish-finding instruments.

Plans for the near future include experimental fishing

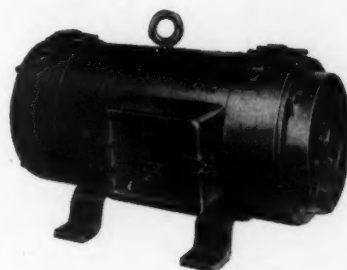
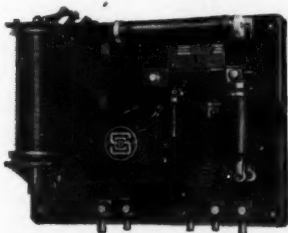
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with new-type mid-water trawls which have been successfully employed in certain European fisheries in recent years. Additional trawling cable has been installed to permit systematic exploration of depths up to 400 fathoms.

## Big Days at Fish Pier

During March vessels landed over one million lbs. of fish at the Fish Pier on four different days. On the 15th, 14 boats arrived with 1,354,900 lbs. The trawler *Maine* had 220,000 lbs. of haddock, including 100,000 lbs. scrod.

## Resigns from Atlantic Coast Fisheries

Lawrence T. Hopkinson last month resigned as president of the Atlantic Coast Fisheries Co., for reasons of health. He will continue to serve as director and consultant. Austin L. Adams, board chairman, was elected to succeed Mr. Hopkinson as president.

## "Winchester" Gets New Winch Engine

A new Model 49A4½ Fairbanks-Morse Diesel winch engine, rated 180 hp. at 1800 rpm., has been installed on the Boston steel trawler *Winchester*. The vessel is owned by Usen Trawling Co. and skippered by Capt. Theodor Jonsson.

## Nylon Purse Seines Used By Menhaden Fisheries

Tests by commercial menhaden fisheries yielding part-season catches of more than 17,500,000 fish in two seines of Du Pont nylon indicate that the sea-going fiber will establish in purse seines a parallel to its success in gill and salmon netting.

Post-season examination of the seines showed both in good condition. One, used in Gulf waters off the Louisiana coast to boat 3,200,000 fish from early August until the season's end, was found ready for 1955 operations. The

other, fished in the Atlantic off Long Island, New York, for a total catch of 14,500,000 fish from June to mid-October, had excellent general appearance. Abrasion wear from continuous fishing was minor. Fishermen examining this seine predicted it would continue to deliver heavy catches during 1955.

The testing was done by Smith Meal Co., Amagansett, N. Y., and Quinn Menhaden Fisheries, Empire, La. A major contribution to fishing economy reported by Capt. Kenneth Edwards of the Smith Meal Company's *Amagansett*, was elimination of time-consuming salt treatments to protect the webbing against deterioration caused by fish slime or marine growth.

Even though natural fiber lines with which the net was rigged required salting, Du Pont nylon's inherent resistance to rot, mildew, and marine organisms permitted continuous fishing without net removal for drying or cleanup. Savings in time, labor, and salt, combined with the release of working space aboard the *Amagansett* formerly used for salt storage, added up to significant reductions in operating costs.

Both Capt. Edwards and Capt. Oliver Honing, of the *Ted Sapp* out of Empire were enthusiastic about the performance and handling qualities of the nylon nets. They particularly noted the efficiency and convenience of the light weight of the nets, even when wet—the result of nylon's low water absorption.

Netting for the tests was of two sizes. The seine used on the *Amagansett* was prepared of Du Pont nylon knitted to a mesh size of two and one-quarter inches stretched. This net measured approximately 1100 feet long by 700 meshes deep. An asphalt preparation was applied to give body to the netting, but no preservative treatments were required.

The 2100-foot seine used off Louisiana was fabricated of Du Pont nylon in mesh size of one and one-half inches stretched. The complete seine measured 18,000 meshes long by 900 meshes deep.



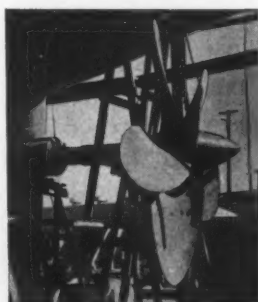


## CABRILLO

**LENGTH:** 127' **BEAM:** 30'6"  
**OWNED BY:** Joseph Soares  
**DESIGNED BY:** W. H. Calkins, N. A.  
**BUILT BY:** National Steel and  
 Shipbuilding Corp., San Diego, Cal.  
**POWER:** 950 hp. Enterprise Diesel  
**SHAFT:** 6 1/4" by 16' 8 1/4" Monel

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*joins the world's finest fishing fleet*



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She's built entirely of welded steel. And she has a rugged Monel shaft, like so many fishing vessels today... both large and small.

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ness, compared to bronze or A.B.S. "Grade 2" carbon steel propeller shafts.

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## Maryland Bill Would Open Potomac to Oyster Dredging

Delegates Riffin, Tawes and Simpkins of Somerset County have introduced a bill in the House of Delegates that would open the Potomac River to the taking of oysters by dredge pulled by power boats. The delegation feels that many thousands of bushels of oysters are in the Potomac River in water too deep to be taken by shaft tongs, and unless the River is opened to some form of dredging, this great oyster supply will be wasted.

This is the third time that a similar bill has been introduced in the House by the local delegation in the last five years. The first bill failed in its passage by a narrow margin of only two votes.

The River was closed to dredging many years ago as an experiment in an effort to rejuvenate oyster production in that area. Though repeated attempts have been made to reopen the River, none has been successful.

Even though the River is owned entirely by Maryland, it is necessary that both Maryland and Virginia concur in legislation to open it because of a treaty made in the late 1700's, giving control to both states.

### Preparing for Spring Crab Season

Taking advantage of mild, sunshiny days, scores of watermen were seen at work along the banks of tide-water lower Chesapeake Bay, painting their boats, getting their motors overhauled and in running shape, mending their scrapes and overhauling their trot-lines, in preparation for Maryland's 1955 hard-crab season which got underway on April 1.

The Spring before last the Maryland Legislature passed a law permitting the setting out of crab pots a month earlier than in former seasons which had begun on May 1. Marylanders heretofore had been at a disadvantage in regard to the taking of crabs by their Virginia neighbors, who had been crabbing the early run of crabs in adjacent waters and who were said to have been getting the cream of the market prices for early crabs. The Virginia crab-dredging season opens in December and ends in March, while in Maryland crab-dredging is illegal at all times.

### To Study Oyster Drill

The Fish & Wildlife Service was scheduled to start studies in Chincoteague Bay this month to learn better methods of controlling oyster drill or "screwborer" predation in Maryland and Virginia. Experimental trapping, demonstration areas, and a census of the drill population are first on the program which is expected to be in operation for three years.

### Oyster Season Ends

The curtain is about to fall on Maryland's 1954-55 oyster season. The dredging season in Somerset County ended on March 15. The tonging season has until April 15 before its closing.

While March ushers in the fishing season on the lower Bay, so far the run of shad has been small, and only a few herring have shown up.

### Crab Plants Being Readied

Crab picking houses throughout the lower tidewater bay sections are being renovated and put in spic-and-span condition for the approaching season. Maryland crab-packing houses are to conform to a new state sanitary code before they are issued licenses to operate.

For the past three months, the crab meat industry has been operating only partially, due to small catches of hard-crabs in Virginia waters. A few of the packing houses closed in January as a result of the scarcity and the high price of crabs per barrel, but are to open again this month.

The crab market is currently about 15 cents per pound. This time last year the market was around 9 cents a pound.

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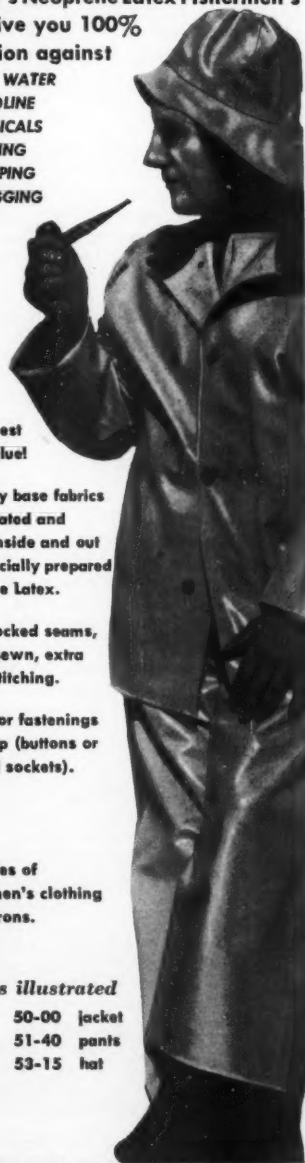


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All styles of Fishermen's clothing and aprons.

Styles illustrated

- 50-00 jacket
- 51-40 pants
- 53-15 hat

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## Gulf States Commission Group to Coordinate Red Tide Research

Plans for the formation of a special group to insure full coordination of all State and Federal red tide research and exchange of information, were discussed March 18 at the semi-annual meeting of the Gulf States Marine Fisheries Commission at Montgomery, Ala. The new red tide group will meet every two months to exchange information on research and map out the work of the University of Miami, University of Florida and the U. S. Fish and Wildlife Service in combatting the mysterious organism which kills thousands of fish annually in the Gulf of Mexico.

The special group will be under the chairmanship of Ernest Mitts, Florida's Director of Conservation. Members will include a representative of the Red Tide Committee of the Florida Legislature, a representative of the U. S. Fish and Wildlife Service, University of Miami, and the University of Florida.

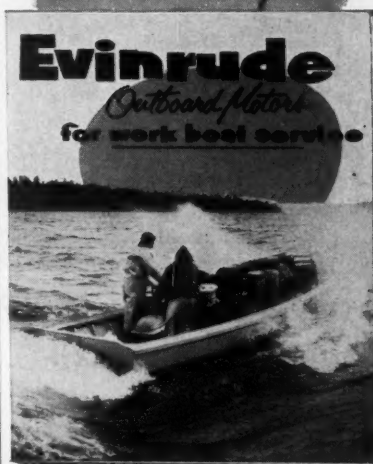
Those attending the Commission's red tide session were: John L. Farley, director of the Fish and Wildlife Service; Arnie Suomela, assistant director of the Fish and Wildlife Service; Rep. David Jones, chairman of the Florida Legislative Red Tide Committee; Conservation Director Mitts; Dr. F. G. Walton Smith, director of the Marine Laboratory, University of Miami; Howard Eckles, Fish and Wildlife Service; Dr. Willis King, Fish and Wildlife Service; Dr. J. F. Lackey, University of Florida; and Mary Schulman, Assistant Attorney General of Florida.

The Commission defeated a resolution opposing a shrimp treaty between the United States and Mexico. Introduced by Lee Eddy, chief of the Louisiana Fish and Wildlife Service, the resolution opposed "any fisheries treaty, convention, compact or agreement which does not specifically provide the right of the five Gulf States to regulate their aquatic resources."

Eddy's resolution noted that State Department representatives have made repeated efforts to negotiate a fisheries treaty with Mexico which would "deprive the five States of their property and regulatory powers" over the fisheries in the offshore waters and Gulf area within their boundaries. Eddy cautioned the Commission that if ever a treaty was signed with Mexico infringing on States' rights, there would be no recourse.

Under the Tidelands Act approved by Congress in 1953, Eddy's resolution noted, the ownership and regulatory rights and powers of the five States in their natural resources, including fish, shrimp, oysters, crabs and other marine animal and plant life, are recognized.

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**OUTBOARD POWER**  
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## SKIPPER CREDITS EDO FISHSCOPE FOR RECORD-BREAKING LANDINGS

"The Edo Fishscope has proved of more help in catching fish than any other piece of equipment I've ever installed," says Captain Erling Jacobsen of the *Paragon*.

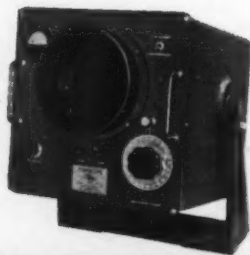
"On our first trip in 1955 we brought in 90,000 lbs. in two days. Without the Fishscope this trip would have been much longer. *The Fishscope showed us where the fish were.* In the first year my Fishscope will have paid for itself.

"I never set my gear unless I see a catch indicated on my Fishscope. Experience has proved that making a set when I don't see a catch is a waste of time. When I see heavy concentrations of fish I can haul in easily and save overloading my net. This has saved my gear on several occasions.

"My Fishscope is also the best echo sounder I have ever used. I can tell changes of depth within a few feet. My other sounders are just standby units now."

## FIND MORE FISH, FASTER—WITH THE EDO FISHSCOPE!

The Edo Fishscope, designed specifically for locating fish, is now available in three ranges—0-500 feet, 0-250 fathoms and 0-400 fathoms. After fish are spotted on cathode ray screen, any 10-fathom sector can be magnified 20 to 40 times to permit close scrutiny of depths where fish are indicated. Hundreds of Fishscope-equipped boats are now getting bigger hauls in far less time. Write for descriptive brochure.



**Edo CORPORATION**

College Point, L. I., N. Y. SINCE 1925

## New Jersey Oyster Beds Closed by Commissioner

A threatened shortage of oysters has brought a State order barring the taking of shellfish from the tidal waters of Delaware River, Delaware Bay and tributaries. The order, by Joseph E. McLean, Commissioner of Conservation and Economic Development, prohibits commercial oystermen from transplanting seed oysters from their natural beds in the Delaware to leased areas in the Bay. Under the order the beds are to be closed until further notice.

McLean issued the order on the recommendation of the Maurice River Cove Section of the State Shell Fisheries Council. The Section proposed the beds be closed until their depleted condition can be remedied.

## Snow Plant Buys Army Boats

The F. H. Snow Canning Co. of Wildwood recently has purchased four Army T boats which they will convert into clam boats. The vessels were brought to Wildwood from Charleston, S. C.

## Oyster Size Regulation

The Maurice River Cove section of the Shell Fisheries Council passed a resolution on February 1 that no oysters of less than 3 inches in length may be taken from that area in Delaware Bay southerly of the Clam Line and easterly of the Dennis Creek-Brandywine Line.

## New Menhaden Vessel Launched

A new 92-ft. menhaden boat was launched last month at the Willis Brothers Boatyard in Williston, N. C. for Orville Casler & Associates of Belford. Its capacity is 400,000 menhaden, and it is the largest vessel built by Willis. The craft was christened with a quart bottle filled with clam juice from the shellfish waters of Core Sound.

## Landings for January Show Gain

Landings of fish and shellfish at New Jersey ports during January amounted to 3,055,600 lbs. This represents an increase of 363,300 lbs. or 13 per cent when compared with the 2,692,300 lbs. landed during the same month a year ago. Greater catches of cod, whiting and surf clams accounted for most of this increase. In production, whiting led all other species, followed by surf clam meats, oyster meats and fluke.

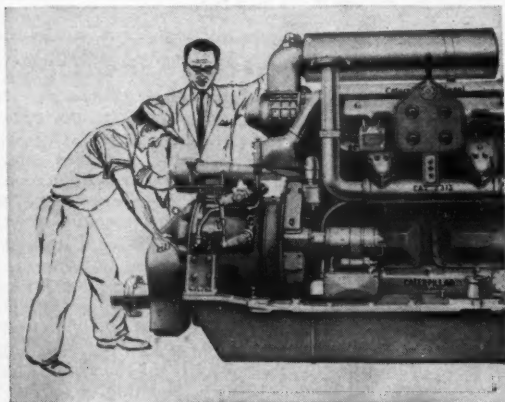
Cape May County led all others during the month, followed by Cumberland and Atlantic Counties.



Capt. Ed Reilly's 40' "Porgie" out of Cape May, N. J. does double duty in the East. Her winter port is Dania, Fla., where she "party-boats" as busily as during the summer months at Cape May. "Porgie" is powered with a pair of Osco "Marined" Ford six-cylinder engines which provide a cruising speed of 10 knots.



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FOR NEARLY HALF A CENTURY

"MAKERS OF JOE'S GEARS"

THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.



## Influence of Rainfall

(Continued from page 12)

equilibrium yield. Additionally, shrimp are relatively short-lived, a little over a year for practical purposes, and they serve as food for almost all large animals which live in the sea. The abundance of shrimp in stomachs of marine fishes led Burkenroad (1951) to assume that the annual take by fish is on the order of the catch by man.

### Reason for Lag in Relation to Rainfall

The final question concerns the reason for the lag in the relation of shrimp catch to rainfall, i.e., the catch relation to rainfall of the previous years. Possibly this lag is due to enrichment of the bays by nutritive salts from land and the effects of a chain of ecological events. However, in view of the rapid effects of pond fertilization and their rather quick cessation, the apparent effects of nearby coastal rains, which would add little nutrients to the bays, and the known relationships of shrimp to salinity, it seems that the simplest and most probable connection of shrimp production and rainfall is through salinity of the bays, which is governed by rainfall.

The Texas bay area is approximately 3500 square miles, and the offshore Gulf waters inhabited by the white shrimp (roughly out to 18 fathoms) cover about 3,000 more. During 1941 and 1942 the average Gulf bottom salinities at one and five miles off Aransas Pass, a dry part of the coast, averaged 31.5 per thousand as compared to full Gulf water at 36.0. In Aransas and Copano Bays the average salinities were 20.5 and 9.1 per thousand, respectively. During the drouth Copano Bay water rose to a salinity equalling sea water, and even in 1953, after the drouth was partly broken, the salinity of Corpus Christi Bay equalled that of sea water.

Obviously, these larger water masses do not change salinity overnight, either with rain or the lack of it. There would be some lag caused by the land itself, since a dry land would absorb more water following drouths and conversely the effect of drouths on well-watered land would not show immediately. Thus the lag in shrimp production as related to rainfall may reflect a lag in the salinity change of the inshore waters following rains.

It takes approximately three years for fish life along the Texas Coast to recover from the effects of hard cold waves, and it has been tacitly assumed that this was due to time it takes the new crops of fish to grow up. No such relation holds for shrimp, however, for they grow up in a year and less. However, some shrimp, live over from one year to the other. This in itself would produce some lag effect.



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BE among the first over these new beds on the 200-fathom curve, with our especially adapted

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# EQUIPMENT and SUPPLY NEWS

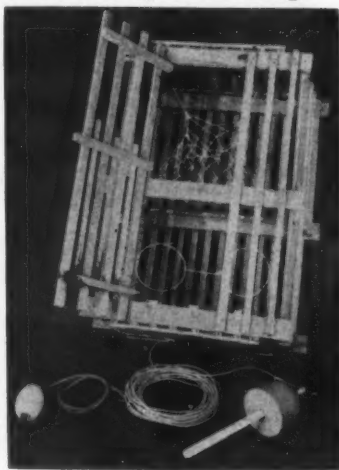
## Shepherd Plastic Lobster Buoys and Rings

An entirely new type of plastic lobster trap buoy and inexpensive lobster trap rings have been developed by J. H. Shepherd Son & Co. of 1820 East Ave., Elyria, Ohio. The new equipment has been tested by the Company in cooperation with individual lobstermen and the Walter Donnell firm, Marine Consumer Research of York, Maine.

The new Duro lobster trap buoys are made of plastic especially compounded from selected raw materials to meet conditions encountered in lobstering operations. Highest buoyancy, permanent color, and the ability to withstand rough handling almost indefinitely are some desirable features. It is claimed that the plastic floats have higher buoyancy than even new wooden floats, and that buoyancy is permanent.

The Duro plastic floats will not indent or break off in pieces, and no maintenance is required, not even painting. When used with nylon anchor rope, it is said that the loss of buoys from rough weather, chafing, or other natural factors is nearly 100% eliminated. Shepherd chafing buoys generally are used in conjunction with the Duro lobster pickup buoy.

The new Shepherd plastic trap rings are designed for easy handling and installation, heavier catches and less deterioration to the twine. There is no ring wear-out, discoloration, or oxidation problem. Each plastic ring can be used indefinitely.



Shepherd plastic lobster trap buoys and trap rings.

## Cooper-Bessemer Promotes Lay and Woodard

Robert F. Lay has been promoted to general sales manager of the Cooper-Bessemer Corp., Mount Vernon, Ohio, while Grant C. Woodard has been appointed assistant general sales manager. Mr. Lay first became associated with Cooper-Bessemer in 1924 as a co-op student at the University of Cincinnati. He later joined the Baldwin Locomotive Co., where he was assistant sales manager.

In 1940 Mr. Lay went to The Elliott Company as Sales Engineer, after which he became chief engineer of Elliott's Supercharging Division and production manager. Returning to Cooper-Bessemer in 1946, he headed the Company's Stationary Application Engineering Section, a position he held until his promotion to Chief Engineer, Products Division, a year ago. Several months later he was appointed assistant general sales manager for all company products, including engine-driven and motor-driven compressors, gas engines, Diesel engines and gas-Diesel engines.

The promotion of Mr. Woodard to assistant general sales manager follows comprehensive experience in both engineering and sales. A graduate in mechanical engineering from Cornell University, Mr. Woodard received his basic training at the company's engineering facilities at the factory in Mount Vernon. He then served as application engineer and later as sales engineer working from the home office on engine and compressor installations.

## Booklet on Exide-Ironclad Batteries

Ability of Exide-Ironclad batteries in marine service to deliver ample power in emergency situation is stressed in a newly-published twelve-page booklet. One section describes Exide's research laboratories where exclusive new alloys, active materials, sealing compounds, coatings, separators, plastics, and manufacturing and control methods have been developed. The manual explains how these improvements have been applied to Exide's unique slot-tube-design positive plate.

Of interest to all users of marine batteries are a diagram and a description of the Exide Marine Floating Battery System, used successfully for many years on fishing craft. This shows how generators and their engines can be operated under steady, uniform load conditions by permitting the battery to absorb load fluctuations.

Fully illustrated and printed in two colors, the manual may be obtained by writing Exide Industrial Division, The Electric Storage Battery Co., Box 8109, Philadelphia 1, Pa., requesting "Exide-Ironclad Batteries for Marine Use".

## Goodrich Hose for Loading Boats with Ice

A new ice-slinger hose recommended for loading boats with crushed ice has been announced by The B. F. Goodrich Company Industrial Products Division, Akron, Ohio. A special hose tube, made of "Armorite", withstands constant pounding from jagged pieces of ice. Armorite is an abrasion-resistant rubber developed by B. F. Goodrich, and said to outwear steel 20-to-1 in many applications.

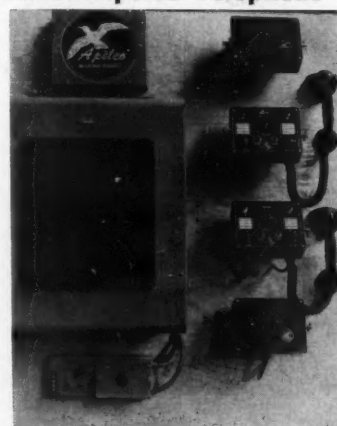
The new hose operates as a suction hose up to full vacuum or as a discharge hose up to 30 pounds per square inch. Extra light and easy to handle, the hose is reinforced with patented Spiralock construction in which folds of fabric are locked around a spiral wire in the hose wall. The wire is not held rigidly between heavy, stiff multiple plies of fabric. The new hose is available in sizes 2, 2½, 3 and 4 inches.

## New Remote-Controlled Apelco Telephone

The Apelco Model AE-108, an entirely new radiotelephone which permits remote control operation from various parts of a vessel, has been announced by Applied Electronics Co., Inc., 1246 Folsom St., San Francisco 3, Calif. The radiotelephone unit proper may be positioned in any available space throughout the ship—in the engine room, in a locker, even under a bunk.

Complete control of the equipment is possible from any of five remote control unit positions, each of which includes On-Off, Channel Selection, Volume Control, Signal Gate and Deck Call switching. A pilot light on each unit indicates when the radiotelephone is tuned to the proper channel. Full control flexibility is provided, since the equipment can be turned on at one position, off at another.

Each unit consists of an attractive phenolic case, 7" x 5" x 2½", containing all necessary control elements, a tele-



Apelco remote-controlled telephone

phone handset and a loud-speaker. Chrome plated, adjustable mounting bracket permits control housing to be tilted for operating convenience.

The Apelco AE-108 radiotelephone consists of an eight-channel crystal-controlled transmitter rated at 100 watts input power and an eight-channel crystal controlled receiver. Standard operation is from 2 to 13 mcs., optional to 17 mcs. The transmitter meets all current F.C.C. requirements as well as those projected for 1960. The entire system is completely moisture-proofed and free from the possibility of electrolysis. Operation may be from any of the conventional marine voltages starting at 12 volts. Power supplies are interchangeable.

A tune-up control panel, adjacent to the equipment, is provided for technicians' use. The complete system includes radiotelephone proper and from two to five complete remote units with interconnecting cable.

### Folder on Universal Four-Cylinder Engines

Universal Motor Co., Oshkosh, Wis., has published a newly-designed folder covering its full line of four-cylinder engines. This colorful six-page leaflet contains complete propeller and horsepower data, together with detailed engine specifications and certified installation scale drawings. The new literature gives the prospective customer the opportunity to compare the full line and make his selection from one complete fold-out reference file.

### Appointments in RCA Sales Organization

Two new appointments in the Radiomarine Corporation of America's sales and service organization were announced recently. T. L. Jacobsen will assume new duties as Regional Sales Manager, Sales Region 1, North Atlantic, with headquarters in New York City. John S. Perry was appointed Manager, Sales and Service, Boston, Mass.

Mr. Jacobsen has been associated in sales and engineering activities in the electronic field for the past ten years. Joining Radiomarine five years ago as a sales engineer, he later was appointed Manager, Sales and Service, Boston, a position he held until his present appointment. Jacobsen is a graduate of the Newark College of Engineering, where he obtained a degree in Electrical Engineering. He is a member of the Propeller Club, I.R.E.

Mr. Perry, who joined Radiomarine in 1952, started working in the electronic field in 1938, when he was associated with a New England radio station. During World War II he served as a Chief Warrant Officer in the Marine Corps, specializing in radar.

### New Dealers for Penetrol

William Swan & Son Co., Inc., Norfolk, Va. has been appointed as a distributor of Penetrol for the marine trade. Manufactured by The Flood Company, Hudson, Ohio, Penetrol is used to stop rust action, as an additive for paint and as aluminum liquid.

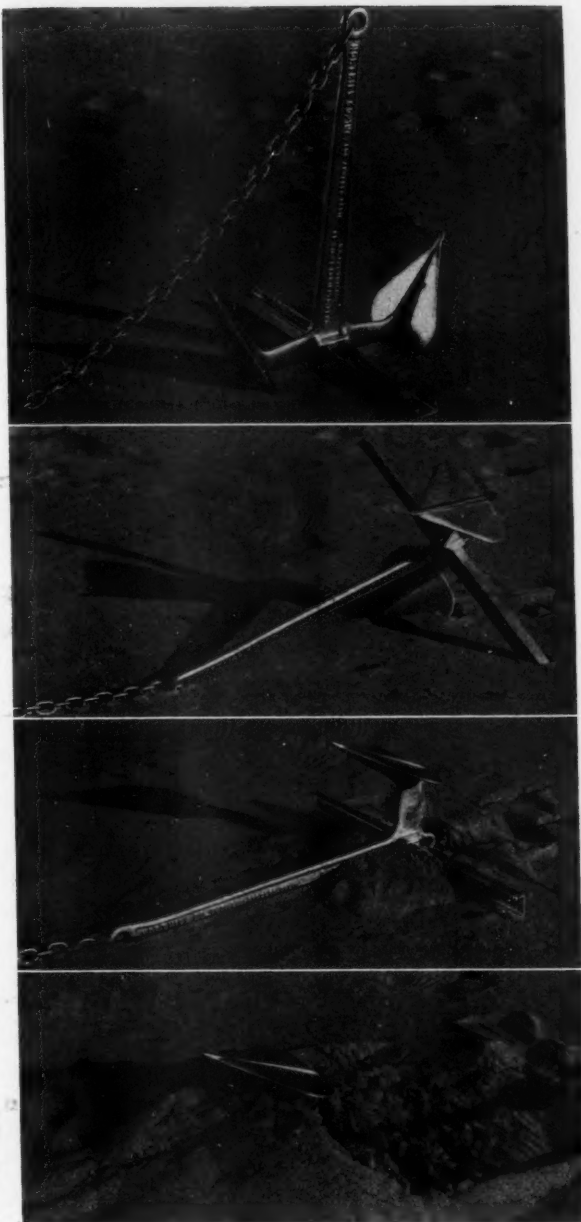
Other chandlers recently appointed to handle the product are Frank Groves Co., Seattle, Pedley-Knowles & Co., San Francisco, Marine Hardware & Supply Co., San Pedro, Marine Specialty Co., Inc., Mobile, Gordon, Sewall & Co., New Orleans, Texas Marine & Industrial Supply Co., Houston, San Antonio Machine & Supply Co., Corpus Christi, and E. C. Wood Co., Savannah.

Penetrol is handled also by long established outlets in Baltimore, Philadelphia, New York and Boston.

### Story of Northhill Utility Anchor

In the early 1930's, John K. Northrop, well-known aircraft inventor, designed and made a very light and small boat anchor, claiming that it actually had far greater holding power than much heavier anchors whose conventional design had dated back for over 4000 years.

Northrop worked on the theory that the design of the fluke (or prong) area plus instant penetration were far more important than sheer weight alone. Therefore, when he made a light anchor with strong, wide flukes and a stock running at right angles to insure instant penetration, he had made the Northhill Utility Anchor which has been



Views of Northhill Utility Anchor in use, showing from top down: (1) anchor hits the bottom ready to dig in, with fluke, shank and one stock arm point contacting the bottom simultaneously. (2) the pitch of the fluke blade (or prong) compels anchor to penetrate and dig down instantly, with the anchor already turning to ultimate horizontal position. (3) the anchor is parallel to the bottom, as the stock arms begin their second function of added holding power. (4) the fluke, shank and both stocks of the Northhill anchor are completely "hooked", with the top fluke keeping the anchor from burying itself any deeper.

manufactured for over 17 years by the Northhill Company, a subsidiary of The Garrett Corporation, Los Angeles.

The Northhill is a cast anchor made of a special high tensile alloy steel and is then heat treated. It is galvanized by the hot-dip process, which is claimed to be superior to any of the electro-plating processes for marine equipment. A heavy zinc coating insures that a Northhill anchor will withstand rough usage.

Northhill anchors run from the lightweight model of less than 3 lbs. to the 105-lb. size for boats up to 80'.



## CHRIS-CRAFT MARINE ENGINES

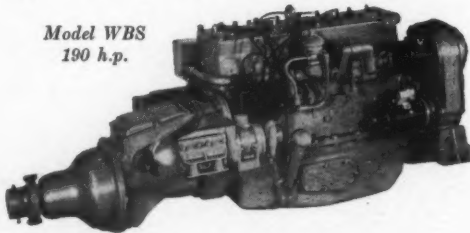
power fishing boats by the hundreds



Dick Taylor aboard a Chris-Craft-powered fishing boat.

Dick Taylor, Yard Superintendent of Bryant's Marina, Seattle, Wash., an authority on commercial boats and marine engines, says: "Within the past two years, we have installed several hundred Chris-Craft Marine Engines in commercial fishing vessels. These boats operate throughout Alaska and the Arctic Sea. Chris-Craft engine performance has been outstanding. Maintenance and operating costs have been at a minimum, and the fishermen who use Chris-Craft engines are convinced of their dependability!"

Model WBS  
190 h.p.



### World's best buys in marine engines for commercial fishing, work or fun!

Horsepower for horsepower, you can't buy a better marine engine than a compact, power-packed Chris-Craft. *Records prove it!* For smooth, dependable power and more years of hard use at low upkeep cost, choose Chris-Craft yourself. Priced from \$642, f.o.b. factory (subject to change without notice), Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158, 160 and 190 h.p., with reduction drives, opposite rotation and *Chris-O-Matic* (exclusive automatic clutch controls) for most models. See your Chris-Craft Dealer or mail coupon for catalog today!

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MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.  
WORLD'S LARGEST BUILDERS OF MOTOR BOATS

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## Gloucester Opposes State Regulation of Whiting Nets

The Gloucester Whiting Assoc. in a meeting last month voted to oppose state regulation of the whiting industry. Almost to a man, the members felt that conservation measures are needed, but pointed out that it would be impossible for one state to enforce them. If the proposals were to become law, the fishermen feel that they would be forced to continue fishing as usual, but to take their catch into Rhode Island and Maine ports.

Since any practical restriction of the mesh size would mean a 30 to 40 per cent drop in the catch for the first year or so, the local fishermen want such a rule to apply to the entire northeastern coast of the United States, and to be enforced by the Federal Government.

## New Cold Storage and Processing Plants

The officers of Gorton-Pew Fisheries Co. and the Quincy Market Cold Storage & Warehouse Co. met last month to sign agreements which will bring to Gloucester a modern refrigerated warehouse and seafood processing plant. Over a million dollars will be spent by Quincy Market in the construction of a huge two-story concrete and masonry warehouse to hold twelve million pounds of frozen fish.

Gorton-Pew Fisheries will construct a three-story connecting building which will house the new Gorton's frozen food plant for processing and quick-freezing. It is expected that the modern equipment and processing techniques to be used in the new Gorton's seafood kitchens will more than double their volume of business within a few years. Gorton's will open its new plant of tile and stainless steel about January, 1956.

Another freezer in Gloucester which is keeping pace with the ever-changing trends of the industry is the Gloucester Ice & Cold Storage Corp., operated by John and James Ryan. Within the past year this concern has converted a high-ceilinged ice storage room into a storage room for frozen fish blocks, while a new battery of plate freezers in a wing being built will give the company what is believed to be the largest fish freezing capacity in New England.

## Two Seiners to Go Mackerel Fishing

Even though there have been no mackerel caught to speak of in the past eight years, at least two Gloucester crews are planning to venture forth this month after the elusive mackerel. These two crews who will range from the Virginia Capes to Cape May, N. J. are aboard the seiners *Saint Ann*, Capt. Leo Favalora, and the *Rosie and Gracie*, Capt. Joe Pallazolla.

## Master Mariners Elect Officers

Capt. Gilbert R. Lafford was elected president of the Master Mariners Assoc. for his seventh consecutive term last month. Also elected were Capt. Michael Driscoll, vice-president; Rudolph Ojantakanen, treasurer and Everett B. Lowe, secretary.

Directors are captains John R. Morash, Collin D. Powers, Charles Nelson, Angus Chaisson, Edward Lasley, A. Mansfield Conrad and Harry R. Clattenberg.

## Capt. Frank Favalora

Capt. Frank Favalora, 53, president of Harbor Cove Fisheries, Inc., and Tri-Cove Cold Storage Co., Inc., died suddenly last month at a Norfolk, Va. hospital, following a heart attack. Capt. Frank, as he was known, went fishing before he became a businessman. He skippered such vessels as the *Nova Julia*, *St. Rita*, *Grace G.* and the *V-E Day*.

From 1924 until 1942 he was co-owner of Progressive Fish Wharf Co. with Leonard Linquata. In 1942 he started his own fisheries business known as Harbor Cove Fisheries. One of his biggest business promotions was the construction of the \$350,000 Tri-Cove Cold Storage freezer, holding four million lbs. of fish.

## Louisiana Shrimp Production For Year Highest on Record

Louisiana produced a total of 97,735,470 lbs. of shrimp in 1954, the highest production since record-keeping started in 1908. The new all-time total topped the 1953 production by 5,994,070 lbs.

Louisiana is the largest shrimp producing area in the world, yielding 40 per cent of shrimp caught in the five Gulf States and Mexico combined. Participating in the establishment of the new record were 2,824 Louisiana boats and 608 non-resident boats.

The Houma and Golden Meadow areas led in production, with about one-half of the shrimp caught in 1954. About 47 per cent of the total catch is sold as fresh headless shrimp and the remainder is marketed as whole canned, dried, cooked and peeled shrimp.

Altogether, 124,000 Louisiana citizens see fishing as a living, and the estimated value of the shrimp and fishing industry, including \$31 million in vessels and \$50 million in shops, plants and labor, is over \$110 million.

The rapidly-growing menhaden industry is now valued at about \$6 million annually. Crabs, turtles and commercial salt and fresh water fish production round out the industry with a \$4 million annual take.

### Want Oil Men to Clean up Water Bottoms

Protests from men who are heads of shrimp-producing firms have been filed recently with the U. S. Engineers in response to that department's invitations for views on oil company applications for oil exploration and production permits.

Shrimp fishermen seek new assurance that oil operators offshore will clean up the water bottoms in the vicinity of structures and that seismograph operators will be kept strictly within regulations, as there are still complaints that underwater objects such as broken pipe are tearing up nets and damaging boats. Operators of fishing vessels also want more frequent inspection of the lights on structures.

### Trawler Wrecked in Canal

The trawler *Wrangler*, owned by Felix Bruney of Aransas Pass, Texas, was rammed by two barges last month in the Intracoastal Canal while en route to Morgan City. The vessel was hit in the forward end and starboard side, causing damage estimated at \$30,000. She was brought to Conrad Industries under her own power, to be repaired.

### Machine Shop to Rebuild Ways

Ayo's Machine Shop in Morgan City on the Atchafalaya River front will rebuild its set of ways to enable the yard to handle more boats at one time as well as larger boats. With the ways rebuilt, Ayo expects to be able to pull seven boats at a time and handle craft up to 60 or 65 ft.



ON THE WAYS FOR A GENERAL OVERHAUL at Cunningham and Pitre Boat Yard of Delcambre, La. is the shrimper "Sarah Marie", owned by Isaac Comeaux. The craft is powered with a 120 hp. Caterpillar D13000 Diesel.

# B.F. Goodrich

## Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble-free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

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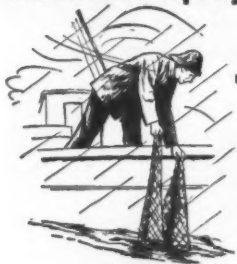
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When the spray is like needles



...KEEP DRY

Vulcanized seams—to make the whole garment waterproof. Specially developed compounds provide greater resistance to sun, water and abrasion.



#### U. S. SAFE AND SEINE SUIT

- strong heavy-coated fabric
- vulcanized waterproof seams
- full-length jacket
- inside fly front
- corduroy-tipped collar
- rust-resistant ball and socket fasteners
- large bib-front overalls
- adjustable suspenders
- short length for wear with boots

#### U. S. SQUAM HAT

- reinforced water-shed brim
- made plain or with head lining, ear flaps and chin strap



#### U. S. RUFF-N-TUFF EUREKA SUIT

- strong heavy-coated fabric
- vulcanized waterproof seams
- full-length jacket
- inside fly front
- corduroy-tipped collar
- rust-resistant ball and socket fasteners
- bib-front overalls, elastic suspenders
- cut-off band permits shortening without curling or raveling

#### TRAWLER BOOTS

- Black thigh
- Felt lined
- "Fin-Guard" vamp

**U. S. INDUSTRIAL RAYNSTERS®**  
**U. S. ROYAL RUBBER FOOTWEAR**



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## Connecticut Bills Provide For Oyster Industry Taxes

Two proposed tax bills were opposed by Connecticut oystermen at a hearing conducted March 10 by the State Legislature's fish and game committee. One of the bills calls for a tax of 25 cents per bushel on oysters in any form carried outside the state. The second bill provides for a tax of \$2 per acre on all shellfish grounds in the state.

J. A. Gilmore of the State Shellfish Commission argued that it would be almost impossible to collect the tax and that the cost of maintaining a staff of collectors would be more than the revenue brought in by the proposed bill.

Speaking for the measures were former Sen. Samuel Tedesco of Bridgeport and James Mayhew, president of the Natural Growth Oystermen's and Fishermen's Assoc. Tedesco said the bill's passage would bring back the oyster industry to its former profitable position, and Mayhew said it would require out-of-state oystermen to pay for the shellfish they take from Connecticut waters.

### Dragger Develops Leak

The 52 ft. Stonington dragger *Lt. Thomas Minor* is undergoing repairs at a Greenport, L. I. boat yard after it was disabled in Long Island Sound off Shinnecock Inlet on March 30. The dragger developed a bad leak while fishing, and was towed to Greenport by the cutter *Yeaton* out of New London.

Capt. Frank Serrano, skipper of the *Minor*, said the boat was abandoned twice when it appeared that she would go under. Considerable damage was caused to the propeller.

### Bill Would Ban Trash Plant

Opposition to a bill which indirectly would prohibit the construction of a trash fish processing plant in Stonington was expressed by fishermen of that community at a hearing held March 23 by the Connecticut Legislature's fish and game committee. The proposed legislation calls for repeal of a supplement to the general statutes that allows the rendering and treating of fish into food for human and animal consumption.

Ralph A. Rakosky, New London attorney representing the Stonington fishermen, said they are facing a serious marketing problem which they hope to solve by construction of a plant for the rendering of trash fish into cat and dog food. The repeal of the supplement would make such a plant impossible.

Also speaking in opposition to the measure was Thomas Rose of the State Board of Fisheries and Game. Rose stated that the fishermen are frequently left with quantities of fish that for various reasons cannot be marketed. He said they ought to be able to do something with these fish other than disposing of them in the ocean.

In favor of the bill was Francis F. McGuire, New London attorney representing the Stonington Welfare League, who said the proposed processing plant would be located in the center of the residential district and would produce offensive odors. He said it also would bring about the indiscriminate catching of fish.

### Wants Hatchery Used as Research Laboratory

A proposal that Columbia University be allowed to operate the Noank lobster hatchery on a rental basis for a marine research laboratory has been suggested to the fish and game committee of the Connecticut legislature by former Rep. David M. Johnstone of Stonington. Johnstone said rental of the hatchery not only would save the state from a large appropriation for its maintenance, but also would save on future operational expenses.

Johnstone disclosed that he had been advised that the school can get a large grant from one of its outstanding foundations if it can come up with a marine research plant in a good location, and he feels that the Noank hatchery would be ideal.

Hail

Acme (1)  
Addie Mac  
Agatha (2)  
Agatha & F  
Angie & L  
Annie & L  
Arlington  
Atlantic (1)

Baby Rose  
Bay (1)  
Bonnie (2)  
Bonnie B  
Bonnie B  
Bonnie B  
Bonnie L  
Brighton  
Buzz & B

Cambridge  
Carol & J  
Catherine  
Charlotte

Elizabeth

Flying C  
Four (2)  
4-C-688  
4-H-823

Geraldine

Hilda G

Ida & Jos

Jane B.  
J. B. Jun  
Jennie &  
Josephin  
Josephin

Leonard  
Lucky S

Magellan  
Maine (1)  
Manuel  
Maria C  
Mary &  
Mary &  
Michiga  
Mother

Carol &  
Cathari  
Charlot  
Clipper  
Edith L  
Evelina  
Felicia  
Figueira

Barbara  
Beatrice  
Brant  
Clipper  
David  
Enterp  
Eunice  
Floren  
Gambel  
Hiwal  
Luben

Arnold  
Cap'n  
Eugen  
Madel

Bright  
Camd

APRIL



# BOAT CATCHES

## For Month of March

Hailing fares. Figure after name indicates number of trips.

### BOSTON

Acme (1)	500	Nancy B. (2)	49,900
Addie Mae (3)	3,300	Neptune (1)	160,000
Agatha (2)	63,000	Notre Dame (3)	184,100
Agatha & Patricia (3)	111,900	Nova Antonio (2)	5,200
Angie & Florence (2)	41,600	Ocean Clipper (2)	102,000
Annie & Lucy (2)	4,700	Ocean Wave (2)	80,600
Arlington (3)	626,700	Ohio (2)	332,700
Atlantic (2)	325,500	Olympia (2)	66,600
Baby Rose (1)	96,900	Olympia La Rosa (4)	152,500
Bay (1)	171,700	Pam Ann (3)	316,800
Bonnie (2)	368,000	Patty Jean (2)	375,000
Bonnie Billow (1)	140,000	Phantom (3)	517,400
Bonnie Breaker (1)	171,700	Plymouth (3)	365,200
Bonnie Breeze (2)	305,000	Puritan (1)	80,300
Bonnie Lou (2)	244,200	Racer (3)	420,900
Brighton (2)	257,000	Raymonde (3)	168,700
Buzz & Billy (3)	122,300	Red Jacket (2)	418,200
Cambridge (3)	575,000	Rosa B. (2)	314,600
Carol & Jean (1)	22,800	Rosalie D. Morse (2)	321,300
Catherine B. (4)	23,900	Rose Mary (2)	37,500
Charlotte G. (1)	16,500	Rosie (3)	39,700
Elizabeth B. (1)	106,000	Rush (2)	299,000
Flying Cloud (2)	414,700	St. Anna (5)	43,700
Four (2)	305,000	St. Anthony (1)	78,500
4-C-688 (3)	17,900	St. Joseph (1)	47,100
4-H-823 (3)	12,400	St. Rosalie (2)	52,300
Geraldine & Phyllis (2)	155,500	St. Victoria (3)	111,100
Hilda Garston (2)	194,800	Salvatore & Grace (2)	69,500
Ida & Joseph (2)	66,000	Sant' Antonio II (4)	31,100
Jane B. (2)	207,800	Santa Maria (2)	59,400
J. B. Junior (2)	277,700	Santa Rita (5)	39,100
Jennie & Lucia (2)	57,700	Savoia (6)	37,900
Josephine F. (5)	25,700	Sebastiana C. (3)	116,500
Josephine P. II (3)	94,800	Sherry & Scott (2)	40,100
Leonard & Nancy (3)	111,100	Swallow (1)	206,300
Lucky Star (1)	105,500	Texas (2)	262,200
Magellan (3)	79,000	Thomas D. (2)	144,400
Maine (3)	583,000	Thomas Whalen (2)	222,700
Manuel F. Roderick (3)	182,000	Triton (1)	160,000
Maria Christina (3)	16,500	Villanova (3)	169,400
Mary & Jennie (1)	1,800	Vincie N. (4)	143,300
Mary & Joan (3)	222,000	Weymouth (2)	299,800
Michigan (3)	523,500	Wild Duck (2)	194,000
Mother Frances (3)	107,800	Wm. J. O'Brien (2)	321,100
		Winchester (2)	344,500
		Wisconsin (3)	535,100

### NEW YORK

Carol & Jack (2)	150,000	Golden Eagle (3)	162,500
Catharine C. (3)	148,200	Hazel B. (1)	90,500
Charlotte M. (3)	195,000	Joseph S. Mattos (4)	330,000
Clipper (3)	229,000	Katie D. (4)	209,000
Edith L. Boudreau (3)	188,500	Kimberly (1)	17,000
Evelina M. Goulart (3)	250,500	Lady of Good Voyage (3)	148,000
Felicia (3)	196,000	Teresa & Jean (2)	93,500
Figueira Da Foz (3)	155,000	Tina B. (3)	228,000

### Scallop Landings (Lbs.)

Barbara & Gail (3)	24,000	Major J. Casey (1)	2,500
Beatrice & Ida (2)	22,000	Maridor (2)	19,000
Brant (1)	10,600	Miriam A. (1)	5,600
Clipper (2)	18,500	Muskegon (2)	18,400
David A. (2)	13,672	Norseman (2)	15,500
Enterprise (2)	17,750	Pearl Harbor (1)	3,000
Eunice-Lillian (1)	1,500	Pelican (1)	2,000
Florence B. (2)	21,000	Porpoise (1)	2,000
Gambler (1)	10,500	Richard Lance (1)	10,000
Hawal (1)	7,800	Rosalie F. (2)	17,100
Lubenray (1)	1,250	S-No. 31 (1)	9,900

### WOODS HOLE

Arnold (1)	4,400	Papoose (2)	2,000
Cap'n Bill (1)	22,000	Priscilla V. (1)	4,700
Eugene H. (3)	33,800	Southern Cross (3)	7,900
Madeline (1)	2,600		

### Scallop Landings (Lbs.)

Bright Star (1)	6,893	Palestine (1)	8,720
Camden (1)	5,893		

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Whether you are spotting time-tested fishing banks or determining the fastest course for your ship, Radiomarine Loran (Model LR-8803) cuts your running time to the barest minimum. Fast, accurate fixes speed your ship by determining your location . . . maintaining your course. And it operates in all weather . . . foul or fair.

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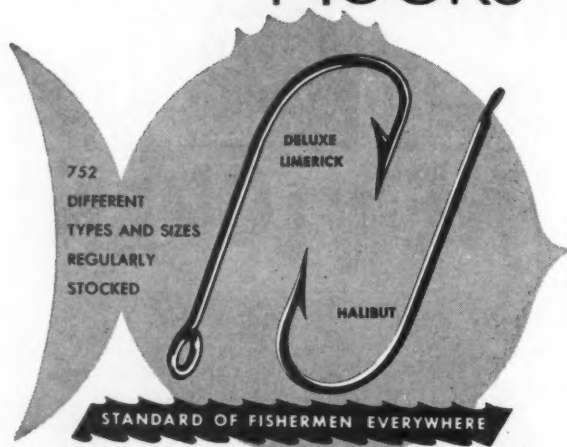
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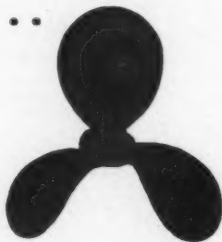


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BATH, MAINE

**HYDE  
PROPELLERS**

## NEW BEDFORD

Adventurer (2)	41,000	Joan & Tom (2)	20,000
Anastasia E. (1)	22,000	Julia Da Cruz (3)	34,000
Annie Louise (3)	8,900	Kelbarsam (1)	7,500
Annie M. Jackson (1)	11,500	Lera G. (1)	13,600
Antonina (1)	7,000	Liberty Belle (1)	13,300
Arnold (2)	11,900	Little Sam (1)	10,500
Arthur L. (2)	50,000	Mary Tapper (2)	53,000
Austin W. (1)	13,000	Nautilus (2)	95,500
Barbara M. (2)	40,500	Noreen (3)	185,000
Carl Henry (2)	53,500	Pauline H. (3)	171,000
Charles E. Beckman (3)	49,200	Phyllis J. (2)	30,700
Charlotte G. (4)	49,700	Roann (2)	26,000
Christina J. (1)	42,500	Roberta Ann (1)	11,000
Christine & Dan (3)	26,200	Rosemarie V. (2)	11,600
Connie F. (1)	17,300	Shannon (4)	41,200
Dauntless (1)	15,000	Silver Mink (2)	33,400
Elva & Estelle (3)	23,900	Solveig J. (2)	94,000
Eugene & Rose (2)	20,800	Sonya (2)	33,000
Gannet (2)	83,500	Stanley B. Butler (3)	207,200
Gertrude D. (1)	17,000	Sunbeam (2)	34,500
Gladys & Mary (1)	42,100	Three Bells (1)	14,000
Growler (1)	22,000	Venture I (3)	62,500
Harmony (3)	52,500	Victor Johnson (1)	6,000
Hope II (2)	32,400	Viking (3)	101,500
Huntington Sanford (2)	21,800	Whaler (3)	111,000
Invader (1)	19,000		
Jacintha (2)	78,900		
Jimmy Boy (1)	13,500		

## Scallop Landings (Lbs.)

Aloha (1)	10,800	Louis A. Thebaud (2)	13,600
Alpar (2)	14,800	Louise (1)	11,000
Amelia (1)	6,500	Lubenray (1)	8,100
Babe Sears (1)	11,000	Malene & Marie (2)	20,500
Barbara (2)	12,200	Marmax (2)	14,700
Bobby & Harvey (2)	22,000	Martha E. Murley (1)	7,200
Bonnie Bill (1)	2,300	Mary Anne (1)	11,000
Bright Star (1)	9,000	Mary J. Hayes (2)	19,200
Camden (1)	8,500	Monte Carlo (1)	11,000
Caracara (2)	20,300	Moonlight (2)	17,500
Carol & Estelle (1)	11,000	Nancy Jane (1)	10,700
Chas. S. Ashley (2)	20,700	Nellie Pet (1)	11,000
Dartmouth (2)	15,300	New Bedford (2)	22,000
Debbie Jo-Ann (1)	11,000	Newfoundland (2)	21,700
Eleanor & Elsie (2)	19,200	Palestine (1)	6,500
Empress (1)	10,000	Pearl Harbor (2)	11,800
Ethel C. (3)	16,400	Pelican (1)	10,600
Eunice-Lillian (2)	22,000	Porpoise (2)	20,500
Fairhaven (2)	19,600	Rush (1)	9,000
Falcon (1)	5,500	Ruth Moses (1)	11,000
Fleetwing (2)	19,900	Sea Hawk (2)	14,500
Janet & Jean (2)	10,800	Sea Ranger (1)	10,000
Jerry & Jimmy (2)	16,000	Smilyn (1)	11,000
John G. Murley (2)	21,500	Ursula M. Norton (2)	19,300
Josephine & Mary (2)	21,100	Vivian Fay (1)	11,000
Kingfisher (2)	21,700	Wamsutta (2)	15,900
Lauren Fay (2)	19,000	William D. Eldridge (3)	24,800
Linus S. Eldridge (3)	32,500	William H. Killigrew (2)	20,900

## PORTLAND, ME.

Agnes & Elizabeth (6)	135,000	Kennebec (3)	83,000
Alice M. Doughty (4)	49,700	Marie H. (1)	4,000
Alice M. Doughty II (1)	40,000	Mary & Helen (4)	30,000
Andarte (3)	135,000	Mascot (3)	15,000
Ariel (4)	16,000	M. C. Ballard (3)	175,000
Carmela & Louis (1)	3,000	Medan (2)	490,000
Cathy & Aldie (3)	9,300	Ocean Life (1)	240,000
Challenger (10)	22,000	St. Therese (1)	4,500
Courier (3)	117,000	Theresa R. (3)	275,000
Crescent (10)	25,700	Vagabond (3)	141,000
Elinor & Jean (5)	56,200	Vandal (1)	29,000
Ethelina (2)	69,400	Vida E. (2)	20,000
Francis R. (1)	40,000	Vida E. II (3)	8,000
Gulf Stream (4)	294,000	Voyager (1)	26,500
Heleen B. (1)	7,000	Wawenock (1)	100,000
John J. Nagle (1)	110,000		

## Scallop Landings (Lbs.)

Adele K. (1)	8,500	Pocahontas (2)	18,300
Mary & Julia (1)	7,200	Silver Bay (1)	11,000

## GLOUCESTER

Agatha (1)	22,000	Lucy Scolia (8)	11,500
Alden (5)	42,500	Margaret Marie (3)	35,500
Aithen Joyce (4)	78,500	Margie L. (2)	8,500
American Eagle (5)	43,500	Maria Immaculata (9)	22,000
Ann & Marie (8)	8,500	Mary (5)	6,000
Anna Guarino (8)	10,500	Mary Ann (6)	44,000
Annie (10)	13,000	Mary E. (6)	8,000
Annie & Josie (9)	13,500	Minkette I (7)	6,500
Anthony & Josephine (2)	2,500	Mother Ann (1)	240,000
Baby Rose (1)	17,500	Natale III (4)	60,500
Bonaventure (1)	90,000	No More (8)	8,500
California (2)	47,000	Nova Luna (7)	5,000
Carlannul (2)	3,000	Novelty (8)	10,500
Carlo & Vince (4)	21,500	Ocean Wave (2)	43,500
Carol-Jean (2)	13,000	Peggy Belle (6)	5,500
Catherine B. (6)	130,000	Philip & Grace (2)	178,000
Columbia (1)	78,000	Pilgrina (1)	125,000
Curlew (1)	165,000	Pilhasca (6)	29,000
Dawn (6)	7,500	Pioneer (8)	15,500
Dolphin (3)	222,000	Priscilla (5)	5,000
Doris F. Amoro (3)	166,000	Puritan (2)	235,000
Eagle (2)	168,000	Rodman Swift (7)	6,000
Eddie & Lulu M. (4)	3,000	Rose & Lucy (3)	62,000
Eleanor May (4)	7,000	Rosemarie (4)	56,000
Emily H. Brown (2)	238,000	Rosie & Gracie (1)	12,000
Eva M. Martin (6)	8,000	St. Cabrini (5)	97,500
Eva II (10)	12,500	St. Francis (7)	19,500
Falcon (12)	34,000	St. John (8)	10,500
Flow (1)	185,000	St. Joseph (3)	48,000
Frances R. (4)	42,500	St. Mary (8)	78,000
Francis L. MacPherson (2)	93,000	St. Peter (4)	67,000
Frankie & Jeanne (9)	10,000	St. Peter II (2)	164,000
Gaetano S. (4)	156,000	St. Providence (9)	14,000
Giacoma (11)	14,500	St. Rosalie (2)	7,200
Helen B. (2)	15,000	St. Stephen (7)	9,000
Holy Family (1)	10,000	St. Terese (3)	22,500
Holy Name (5)	32,000	St. Victoria (2)	53,500
Ida & Joseph (3)	27,000	Salvatore & Grace (4)	33,000
Immaculate Conception (7)	38,000	Santa Lucia (4)	8,000
Irma Virginia (6)	9,000	Sebastiana C. (1)	8,000
Jackie B. (5)	63,500	Serafina N. (6)	40,500
Jackson & Arthur (9)	12,000	Serafina II (7)	103,000
Jennie & Lucia (4)	91,000	Sister Ann (1)	82,000
Joseph & Lucia (2)	138,000	Star of the Sea (4)	75,000
Josephine P. II (1)	1,500	Sunlight (1)	51,000
Josie II (6)	11,000	Theresa M. Boudreau (2)	342,000
Judith Lee Rose (1)	173,000	Topsy Parson (7)	6,000
Killarney (2)	118,000	Veronica N. (2)	1,500
Kingfisher (1)	210,000	Victoria (6)	6,500
Linda B. (7)	25,500	Villanova (1)	193,000
Little Flower (6)	64,500	Virginia Ann (5)	16,000
Little Joe (7)	9,000	Wawenock (1)	95,000
Lone Ranger (6)	5,500	We Three (2)	2,000
		Whaler (1)	176,000
		White Owl (8)	10,500
		Wild Duck (1)	60,000

### Scallop Landings (Lbs.)

Brother Joe (3)	10,000	Michael F. Densmore (1)	10,000
Cap'n Bill (2)	9,000		

## STONINGTON, CONN.

America (5)	5,700	Jane Dore (12)	10,200
Averio (5)	1,400	Lt. Thos. Minor (1)	800
Bette Ann (11)	10,100	Lisboa (1)	2,400
Carl L. (2)	1,200	Little Chief (12)	10,700
Carol & Dennis (1)	7,000	Marise (11)	5,700
Carolyn & Gary (8)	8,400	Mary H. (5)	900
Connie M. (14)	20,000	Old Mystic (3)	25,700
Fairweather (2)	1,800	Theresa (1)	8,200
Five Sisters (1)	2,500	William B. (16)	20,800
Irene & Walter (15)	13,100		

## ROCKLAND

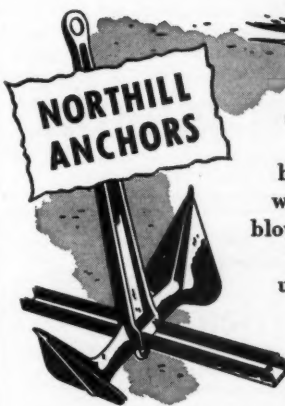
Araho (2)	89,500	Flow (1)	16,500
Crest (1)	190,000	Helen Mae II (2)	6,600
Dorothy & Betty (3)	72,500	Little Growler (3)	60,500
Dorothy & Ethel (1)	8,500	Mabel Susan (3)	32,800
Elin B. (2)	27,100	Rhode Island (1)	9,500
Flo (2)	39,000		

## SEATTLE

### Line Fishery

Dorothy II (1)	8,521	Falcon (1)	1,803
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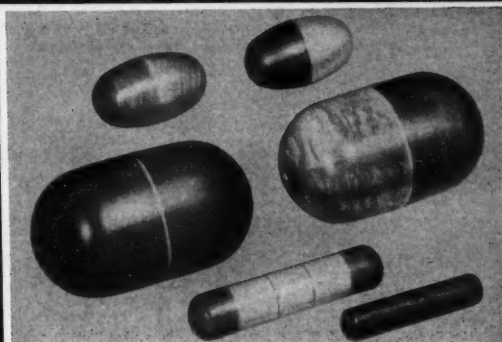
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F.O.B. New York. Other models higher.

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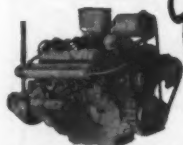
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## Texas Shrimpers Hampered By Stormy Weather

Weather played an important part in shrimping during the 30-day period ending March 21. Although bays and inland waters were open to large trawls, very few small shrimpers were operating off the upper and middle coast.

On the few days when good weather and calm seas prevailed, small and medium-sized trawlers worked Corpus Christi, Aransas, Matagorda and Galveston Bays, but were unable to find any concentrations of commercial-sized shrimp. Some white shrimp were taken along the upper coast which graded 25 per cent 20 and under, while the remainder were from 21-35, with a few smaller.

In spite of stormy weather, large trawlers were busy in international waters in the Gulf of Mexico. Catches were only fair, and trawling time was limited by rough seas. Some large brown grooved shrimp were landed at south coast ports.

Brownsville ranked first in landings with 5,350 barrels; Port Isabel was second with 3,180 barrels. These shrimp were all brown grooved from the deep south Gulf. Aransas Pass was third with 2,230 barrels.

Total shrimp landings for the period were 12,430 barrels, an increase over the 11,180 barrels reported for the previous 30-day period.

Edible finfish landings were very good, totaling 246,500 lbs. Port Isabel led with 139,600 lbs., and red snapper and black drum predominated. Speckled sea trout were plentiful. Landings of edible finfish the previous 30 days were 185,430 lbs.

### First Mackerel Taken

The first mackerel of the 1955 season were taken off Port Aransas in the Gulf during the middle of March. This is about 30 days early for the first mackerel run.

Mackerel are plentiful during the late spring and summer in the Gulf from Port Isabel to Galveston, but no attempt is being made to take them commercially on a large scale.

### "Snapper Queen" Sinks

The 75-ft. shrimp trawler *Snapper Queen* sprang a leak and sank on a sand bar 30 miles below the Bob Hall Pier on Padre Island recently. When the boat's pumps could not handle the water coming into the hold, Capt. Rogelio ordered abandonment of the ship. The crew made it safely to shore, 450 yards away.

The *Snapper Queen* was owned by the Liberty Fish Co. of Galveston, and had been working out of Aransas Pass. The vessel was considered a total loss.

### Harbors to be Improved

Work on harbor improvements at Fulton and Rockport began on April 1. Fulton Harbor will be dredged to 10 ft. in depth and enlarged to berth 130 commercial and pleasure boats. Large shrimp boats now unable to use the present shallow harbor will be taken care of in the new basin.

### Freighter and Shrimper Collide

The Coast Guard reported on March 25 the broadside collision of the freighter *Genevieve Peterkin* and the shrimp trawler *Linda Lee* about 40 miles off Port Isabel in moderately calm seas. Capt. Tony Marzelli and his crew were picked up by the trawler *Miss Voncille*, and the *Linda Lee* sank within a few minutes.

### May Establish Salt-water Fish Hatchery

Howard D. Dodgen of the Texas Game & Fish Commission announced recently that a salt-water fish hatchery is under consideration by the department. Cecil W. Reid, who is in charge of the Rockport Marine Laboratory, is gathering information on this project.

Mr. Dodgen said that plans call for about 15 large ponds

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for all types of marine life, including fish, crabs, oysters and all other forms common to the Gulf coast. Technicians of the department believe that such research programs would shorten the present work by as much as 20 years. With hatching facilities available, studies of the life cycle, habits and ecology of marine life could be made under all conditions and controlled according to specific needs of each experiment.

### Crew of Beached Trawler Missing

What happened to the crew of the *Little Lorraine*, a Brownsville shrimp boat found wrecked on a South Mexican beach last month, remains unknown. The wrecked vessel was identified by the Coast Guard and other shrimp crews.

Capt. Torres J. Dantin was in charge, with two crewmen aboard. Feeling that it is possible the crew is stranded on a tiny island, a search for them is being conducted.

### Seafood Landings for Four-month Period

Official landings of commercially-caught fish and shellfish in all areas of the Texas coast for the first four months of the 1954-55 fiscal year were 47.7 million lbs. Of this amount, 38.5 million lbs. were shrimp. This compared with 30.5 million lbs. during the first four months of the last fiscal year.

Fish production for the four-month period of this year was 9.1 million lbs., compared with 21.6 million lbs. last year. Menhaden production dropped from 20.9 million lbs. last year to 7.9 million lbs. in the first third of the present fiscal year. Edible finfish landings were 772,000 lbs. during the first four months of last year, compared with 1,276,000 lbs. for the corresponding period this year.

Black drum landings increased 48 per cent over last year; red drum increased 30 per cent; sea trout increased 31 per cent; flounders increased 35 per cent and red snapper increased 46 per cent.

### Delaware Oyster Industry Increases in Value

The value of the Delaware oyster industry will climb to an estimated \$4,500,000 this year, the annual report of the Delaware Commission of Shell Fisheries for the fiscal year from July 1, 1953 to June 30, 1954, says. Receipts of the agency for that period were somewhat higher than in the previous year, due to the increased number of tongers' licenses sold and the tax of five cents per bushel placed on all marketable clams.

The report says that 70,000 bushels of seed oysters were planted in Rehoboth Bay and Indian River Bay and that 50,000 bushels of oysters were marketed from those two areas. However, only about 20,000 bushels of oysters were taken from the natural seed beds of the Delaware Bay, with 20 dredge boats working on the rocks for about a month.

Approximately 150,000 bushels of seed oysters were taken by tongers from the Leipsic and Mispillion Rivers and Murderkill and St. Jones' Creeks. These were sold to Delaware oyster planters for the purpose of planting seed oysters in Delaware Bay on leased oyster bottoms.

Delaware Bay produced 250,000 bushels of market oysters for the period of the annual report. An increased sale for market oysters grown in Delaware was noted.

The report also refers to a Delaware firm which maintains one of the largest frozen seafood plants in the United States as having expanded to a new product—frozen oyster stews. In that period, the plant produced 3,000,000 cans of frozen oyster stew, 500,000 lbs. of frozen canned oysters, and 80,000 lbs. of frozen breaded frying oysters.

### Fire Sweeps Oyster Boat

One of the biggest oyster boats in the Delaware Bay, the *Robert Bold*, was badly damaged by a \$20,000 fire last month. Two men on the 65-ft. boat fled to safety. The *Robert Bold* was tied up near Port Mahon not far from where the State's only oyster patrol boat, the *Delaware*, burned at a loss of \$15,000 earlier in the month.

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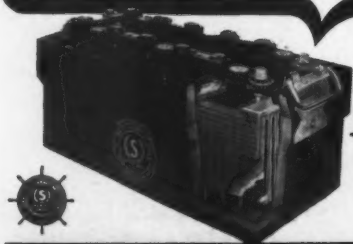
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## North Carolina to Employ Seafood Marketing Expert

At a clam dinner in Raleigh last month, the news was released that the Board of Conservation and Development is going to employ a specialist in seafood marketing. The joint appropriations committee of the General Assembly approved a transfer of funds to pay the specialist.

Several hundred legislators attended the meeting and ate clams on the half shell, in clam chowder and in fritters, and along with them came generous helpings of clam juice. The purpose of the meeting was to teach all present that "clams are good to eat." The clams were supplied by Elmer Willis of Williston, who sells about 10 million clams annually.

Dr. A. F. Chestnut of the Institute of Fisheries Research, recently completed a five-year study on the production, life and habits of clams in Tar Heel coastal waters. He found in his study that the clam industry in North Carolina began to gain prominence as early as 1880.

In December, 1949, a new method of dredging clams was started in the Core Sound area and clamming activities began to increase. A shortage of clams in the northern states created a good market demand and the production of clams in 1951 and 1952 was perhaps the greatest in any time in the history of the industry.

Since 1952 the market demand has been slow and production has gradually declined. Dr. Chestnut thinks this was due to large holdings of clams in cold storage.

There are indications now that the clam business may be coming back, and it is thought the present crop which is estimated as large, may be partly due to Hurricane Hazel.

## Would Have Fishermen Finance Dredging

Approval of a bill which would let them finance dredging along the coast was urged by commercial fishermen at a hearing conducted March 29 by the Conservation and Development Committee of the North Carolina House of Representatives. The bill would turn over to the commission \$150,000 annually in gasoline tax refunds now returned to fishermen as rebates. Five cents out of the 7-cent tax goes back to the fishermen who file for the refunds; the other 2 cents stays in the highway fund.

Dredging was recommended on the smaller channels, sounds, inlets, coves and rivers now inaccessible because of shallow water. It was said that the result would be an increase in seafood production.

## Would Ban Netting in Part of North River

Commercial fishermen would no longer be allowed to put down their nets in tributaries of the North River on the Camden County side under a bill introduced last month in the House. Rep. J. Wilbur Forbes of Camden stated that sports fishermen have been complaining the commercial nets have been hurting the fishing on the Camden side of the river, which separates Camden from Currituck.

## Barbour's Marine Supply in New Quarters

Coincident with the celebration of their 36th anniversary, Barbour's Marine Supply Co., 216 West Front St., Beaufort, N. C., celebrated the opening of their new building. Included in the firm's overall facilities is a complete machine shop, ship fitting service, and a well-stocked marine supply store. The firm does blacksmithing, welding and fabricating, propeller reconditioning, machining, gasoline and Diesel engine service and repair, ship fitting, outboard motor repairs, and other specialized activities.

Situated on the waterfront of Beaufort Inlet, Barbour's Marine Supply handles North Carolina sales and service of Nordberg gasoline marine engines, including the 155 hp. Knight, 130 hp. Tarpon, 110 hp. Bullet, 110 hp. Marlin, 95 hp. Arrow, 95 hp. Bluefin, and 60 hp. Colt.

Officials of Barbour's Marine Supply Co. are: J. O. Barbour, Sr., general manager; J. O. Barbour, Jr., assistant

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manager and shop superintendent; Charles Canfield, stock room manager; Paul Cordova, manager of parts department.

### Early Start for Soft-shell Crab Season

From indications late last month, the soft-shell crab season was due for an early opening in Carteret County. This county is said to lead in the catching and shipping of soft-shell crabs, producing 95 per cent of the state total. Anticipating an early season, crab floats were making their appearance along the shores of Bogue and Core Sounds.

Due to the scarcity of hard-shell crabs in the waters of Chesapeake Bay, many crabbers have come southward to work the waters of North Carolina. As there are no processing plants of any size in the state, catches are shipped to plants in Virginia and Maryland.

Carteret County ranks second in the production of hard-shell crabs, Beaufort County being the largest producer.

### Capt. John A. Nelson

Capt. John A. Nelson, 77, of Gloucester, died last month at a Morehead City hospital. Capt. Nelson served with the Conservation and Development Dept. for 49 years and was Fisheries Commissioner for 32 years, serving under 12 governors. He retired as Commissioner of Fisheries in 1950.

### Mississippi-Based Research Boat Explores for Red Shrimp

Thirty-four shrimp trawling stations in depths of 160 to 270 fathoms were made along the continental slope between the Mississippi Delta and Cape San Blas by the Fish & Wildlife Service research vessel *Oregon* during a recent trip. However, shrimp yields from the newly-found trawling bottoms in the northeast Gulf of Mexico did not reach commercial proportions according to Fish & Wildlife Service experts.

The Vessel *Oregon* found the greatest concentrations of deep-water red shrimp between 240 and 260 fathoms during a 19-day cruise. Water temperatures were between 48 and 50 degrees.

Drags in warmer or colder bottoms showed a rapid decrease in catch rates, indicating a change in the depth range for late winter and early spring. Catches made in favorable ranges were uniform throughout the area, in contrast to the summer months, when there was some evidence of concentrations.

The largest catch made was 150 lbs. of heads-on shrimp. Drags made between 160 and 200 fathoms caught another species of deep-water shrimp at rates of approximately 50 lbs. per drag. These shrimp were smaller than the red shrimp, averaging about 35 count heads-on.

The next yellowfin cruise was set for April 5, with the second of four red shrimp cruises planned for May.

### To Fight Oyster Poachers

The State Seafood Commission last month was voted authority by the Legislature to build a patrol camp in Mississippi Sound adjacent to the St. Joe oyster reef near the Louisiana line. The camp is needed to help the Seafood Commission catch poachers who are taking oysters out of the newly-developed St. Joe reef illegally.

### Lands Large Bluefin Tuna

A 468-lb. bluefin tuna, believed to be the first of the species ever caught in the Gulf of Mexico, was brought into Pascagoula recently aboard the *Mike Flechas*, a commercial tuna fishing boat. It was the largest Gulf tuna on record and was caught 130 miles due south of Pascagoula.

The Pascagoula-based commercial fishing boat, in addition, caught five tons of good yellowfin tuna. Stewart Springer, chief of the Pascagoula office of the Fish & Wildlife Service, said he is led to consider the possibility of an abundance of bluefin in the Gulf.

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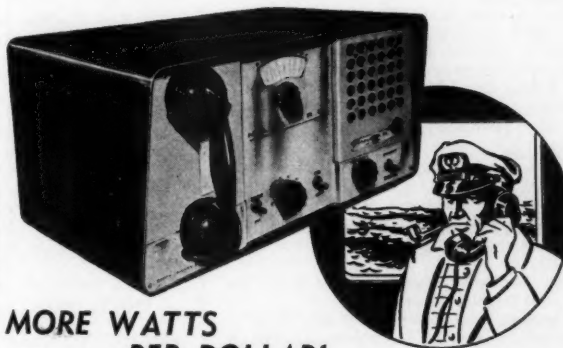


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#### REDUCTION GEARS

\*Snow-Nabstedt Gear Corp., Welton St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

#### REVERSE GEAR SHIFTER

Cleveland Aero Products, Inc., 113 St. Clair Ave., N.E., Cleveland 14, Ohio.

#### RUST PREVENTIVE

\*Sudbury Laboratory, Box 780, South Sudbury, Mass.

#### SEAM COMPOUNDS

L. W. Ferdinand & Co., Inc., Mica Lane, Newton Lower Falls 62, Mass.

#### SEARCHLIGHTS

Portable Light Co., Inc., 216 William St., New York 7, N. Y.

#### SHIPBUILDERS

Blount Marine Corp., Warren, Rhode Island.

Conrad Industries, Morgan City, La.

Diesel Engine Sales Co., St. Augustine, Fla.

Harvey F. Gamage, So. Bristol, Maine.

\*Morehead City Shipbuilding Corp., Morehead City, N. C.

\*Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

#### SILENCERS

The Maxima Silencer Co., 126 Homestead Ave., Hartford 1, Conn.

#### STEERING GEAR

The Edson Corp., 141 Front St., New Bedford, Mass.

Metal Marine Pilot, 342 Golden Gate Ave., Tacoma, Wash.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

#### STERN BEARINGS

\*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

Hathaway Machinery Co., Inc., New Bedford, Mass.

Byron Jackson Co., PB Division, Box 2593, Terminal Annex, Los Angeles 54, Calif.

#### VALVES

Fabri-Valve Co. of America, 2100 No. Albina Ave., Portland 12, Ore.

#### V-BELTS

Flexible Steel Lacing Co., 4683 Lexington St., Chicago 44, Ill.

#### VOLTAGE REGULATORS

\*The Safety Car Heating & Lighting Co., Inc., Box 904, New Haven 4, Conn.

#### WINCHES

Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.

Hathaway Machinery Co., Inc., New Bedford, Mass.

New England Trawler Equipment Co., 300 Eastern Ave., Chelsea 50, Mass.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

#### WIRE ROPE

American Steel & Wire Division, United States Steel, Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.

John A. Roebling's Sons Co., Trenton 2, N. J.

\*Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

## FOREIGN BAILINGS

**NEW MID-WATER TRAWL** being developed by Fisheries Research Board of Canada has made encouraging herring catches ranging from 10 to 30 tons per drag, at depths of from 15 to 20 fathoms off British Columbia. Numerous successful night-sets have been made on schools of herring in lower Strait of Georgia.

**JAPANESE SALMON OUTPUT** will be almost doubled in 1955, due to marked increase in number of salmon fleets. Total yield of canned salmon from 1955 catch is estimated at 1.2 million cases, of which 1.0 million will be produced on board ship. It is expected that floating facilities for canning will be 4 or 5 times those available in 1954, and exports are hoped to be between 700,000 and 800,000 cases.

**KOREAN FISHING FLEET** will get ten 77-ton trawlers which were completed for United Nations Korean Reconstruction Agency (UNKRA) by a Hong Kong shipyard early in March, at a total cost of about \$500,000. The boats have an over-all length of 75'7", and will enable fishermen to extend their operations to rich fishing areas up to 1,000 miles offshore.

**GERMAN RESEARCH VESSEL Anton Dohrn**, which was launched recently in Cuxhaven, will go to fishing banks around Iceland and East Greenland in May and June 1955, where she will conduct experiments with mid-water trawl in catching of school fish, such as deep-water ocean perch and cod and pollock.

**GREENLAND FISHING BANKS**, which have been described as "richest in world," will be more fully exploited as a result of completion of first stage of an expansion of facilities at new Norwegian-Danish land station at Faeringehavn, West Greenland.

**CANADIAN UNDERWATER TV** unit, which promises to be of considerable benefit to fishing industry, has been developed by National Research Council. The device is portable and light enough to be operated from 30-ft. boat, and has been tested by Council scientists and members of Canada's Wild Life Service in observing spawning habits of lake trout. Indications are that new underwater television could be used for making fish census in given area before opening it to commercial fishing.

**NORWEGIAN LOFOTEN COD** fisheries got off to bad start, but were improving early in March. At half-way mark, total landings were 5 percent larger than at same time in 1954, with only third as many fishermen operating.

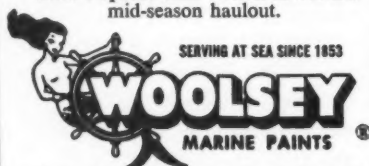
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Fully rebuilt 90 hp. and guaranteed gasoline marine engines, \$495.00. Write for bargain list. Osco Motors Corp., Philadelphia 40-AF, Penna.

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Save, buy direct from U. S. Government. Surplus boats, engines, tools, machinery, trucks, jeeps, etc. Send \$1.00 for Government Surplus Bulletin to Box 169 AP, East Hartford 8, Conn.

### DRAGGER "VAGABOND" FOR SALE

Eastern type, built 1948, 64' long, 17' beam, 10' draft. Ices 60,000 lbs. fish, 265 hp. Hendy Diesel, Hathaway deck gear, Bendix fathometer, direction finder, Loran, radio-telephone. Ruggedly built, now fishing. Reasonable. Harold B. Essington, 24 W. Park Ave., Pleasantville, New Jersey. Tel. 2133.

### BOATS FOR SALE

83 ft. party fishing boat. Ex. C.G., less motors. 45 ft. party fishing boat, Diesel powered. 22 ft. open sea skiff, Chrysler powered. Bogan's Brielle Basin, Brielle, New Jersey. Tel. Castle 3-3556.

### WORKBOAT FOR SALE

36' LCP-L, spoon bow, shelter cabin, unconverted. Equipped with GM 6-71 Diesel, 1.51 to 1 reduction. Hull and motor good shape. Located near Brunswick, Maine. \$2500. R. T. Lober, 55 Garden Road, Scarsdale, New York.

### SHRIMPERS FOR SALE

Two Florida-built shrimp boats, 50 and 54 ft. Powered with Cat "88", Twin Disc 2 to 1 reduction gear. United Shrimp Co., P. O. Box 396, Southport, N. C.

### ENGINES FOR SALE

Two Caterpillar Model D13000 marine engines. Rebuilt and fully equipped for fishing or shrimping with Twin Disc 2:1 gear and front power take-off. One Wol-verine Model N-1, 210 hp. @ 600 rpm., direct reversible. One General Motors Model 6-110 in good condition with 3.75:1 marine gear. Virginia Tractor Co., Inc., P. O. Box 1638, Richmond 13, Virginia.

### GOVERNMENT SURPLUS FOR SALE

New starters to fit G.M. 2-71, 3-71, 4-71 and 6-71, Model 1108732 made by Delco Remy—\$14.00 each; water-cooled exhaust manifolds for G.M. 71—\$60.00 each; water-cooled Chrysler manifolds for M-8—\$40.00 each; Borg Warner reverse and reduction gears—\$65.00 each. Electro Diesel Corp., P. O. Box #4842, Normandy Branch, Miami Beach 41, Florida.

### DRAGGER FOR SALE

Dragger Madeline C. 38' x 10½' x 5', in excellent condition. Powered by recently-rebuilt Cummins Diesel, Ray Jefferson 18-watt radiotelephone, new nylon net plus 4 cotton nets—now fishing. Richard T. Edwards, Fresh Pond Road, Amagansett, L. I., N. Y. Tel. Amagansett 7-3948.

### ENGINE PARTS FOR SALE

New surplus Chris-Craft water pump, \$20; "160" heads, \$30; Chrysler pump, \$30; head, \$20; blocks, \$90. Other parts and marine engines. J. Helwege, 741 S. Ocean, Freeport, N. Y.

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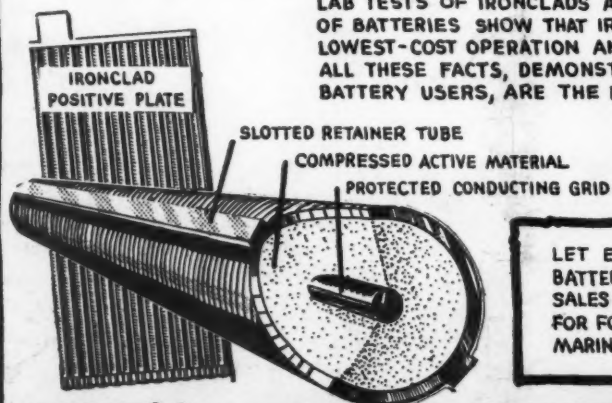
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